# SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM)

# 160

# TIME TABLE

FOR THE

# WESTERN DIVISION

SOUTHERN SAFETY PACIFIC

To Take Effect Tuesday, June 15, 1915, at 12:01 A. M.

**PACIFIC STANDARD TIME (120th MERIDIAN)**

**For the government and information of employes only, and not intended for the use of the public**

**The Company reserves the right to vary from this time-table at pleasure**

W. R. SCOTT,
*Vice-President and General Manager.*

D. W. CAMPBELL,
*Assistant General Manager.*

G. F. RICHARDSON,
*Superintendent of Transportation.*

# FROM SAN FRANCISCO.

Time Table No. 160

June 15, 1915

FIRST CLASS

| Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | 50 | 44 | 2 | 52 | 46 | 10 | 14 | 30 | 12 | 8 | 20 | Distance from San Francisco. | | STATIONS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | San Joaquin Valley Flyer | Calistoga, Santa Rosa & Livermore Passenger | Overland Limited | Fresno Passenger | Oroville and Sacramento Passenger | San Francisco Limited | Portland Express | Sacramento & Marysville Passenger | Shasta Limited | Los Angeles Passenger | Pacific Limited | | | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | |
| | 4.40PM | 4.00PM | 4.00PM | 3.20PM | 3.00PM | 2.20PM | 1.00PM | Noon 12.00 | 11.00AM | 10.40AM | 10.20AM | 0.0 | | DN **SAN FRANCISCO**<br>3.5 | Oakland Ferry |
| | 4.58 | 4.18 | 4.18 | 3.38 | 3.18 | 2.38 | 1.18 | 12.18PM | 11.18 | 10.58 | 10.38 | 3.5 | | **OAKLAND PIER** | |
| I P | 5.03PM | 4.28PM | 4.25PM | 3.45PM | 3.25PM | 2.45PM | 1.27PM | 12.25PM | 11.25AM | 11.05AM | 10.47AM | 3.5 | Automatic Block | DNR **OAKLAND PIER**<br>1.4 | Double Track |
| Term. Yard WFITYO | | | | | | | | | | | | 4.9 | | DNR **WEST OAKLAND**<br>0.6 | |
| 69 I | s5.09 | s 4.34 | s 4.31 | s 3.52 | s 3.32 | s 2.52 | s 1.34 | s12.31 | s11.31 | s11.12 | s10.54 | 5.5 | | OAKLAND (16th Street)<br>1.1 | |
| 180 | | | | | | | | | | | | 6.6 | | EMERYVILLE<br>0.4 | |
| 20 I | | | | | | | | | | | | 7.0 | | SHELLMOUND<br>0.2 | |
| 13 | | | | | | | | | | | | 7.2 | | SEDAN<br>0.2 | |
| 28 | | | | | | | | | | | | 7.4 | | PARAFFIN<br>0.4 | |
| 97 | | | | | | | | | | | | 7.8 | | STOCK YARDS<br>0.4 | |
| | | | | | | | | | | | | 8.2 | | LIVNY<br>0.8 | |
| 15 | | | | | | | | | | | | 9.0 | | TILLMAN<br>0.2 | |
| 41 | s5.16 | s 4.42 | 4.38 | s 3.59 | s 3.39 | s 2.59 | s 1.42 | s12.39 | 11.38 | s11.19 | s11.01 | 9.2 | | BERKELEY (University Ave.)<br>1.0 | |
| 42 | | | | | | | | | | | | 10.2 | | CORBIN<br>0.5 | |
| | | | | | f | | | f | | | | 10.7 | | FLEMING<br>0.4 | |
| | | | | | | | | | | | | 11.1 | | NOBEL<br>0.7 | |
| | | | | | f | | | f | | | | 11.8 | | VIGORIT<br>1.3 | |
| 17 | | | | | f | | | f | | | | 13.1 | | STEGE<br>1.9 | |
| 80 P | s5.24 | s 4.50 | 4.46 | s 4.08 | s 3.48 | 3.08 | s 1.51 | s12.50 | 11.46 | s11.28 | 11.09 | 15.0 | | N RICHMOND<br>1.6 | |
| 51 WP | 5.26 | 4.52 | 4.48 | 4.11 | s 3.51 | 3.11 | 1.54 | s12.55 | 11.49 | 11.31 | 11.11 | 16.6 | | D SAN PABLO<br>2.1 | |
| 39 Spur P | | | | | s | | | f | | | | 18.7 | | GIANT<br>1.1 | |
| 52 Spur | | | | | f | | | f | | | | 19.8 | | SOBRANTE<br>0.9 | |
| 11 Spur | | | | | | | | | | | | 20.7 | | IRONDALE<br>0.8 | |
| | | | | | | | | f | | | | 21.5 | | KRIEGER<br>1.5 | |
| 130 P | 5.34 | 5.00 | 4.56 | s 4.19 | s 4.03 | 3.19 | 2.03 | s 1.06 | 11.57AM | 11.39 | 11.19 | 23.0 | | PINOLE<br>0.8 | |
| 80 | | | | | | | | | | | | 23.8 | | HERCULES<br>1.7 | |
| 63 | 5.38 | 5.04 | 5.00 | 4.25 | s 4.08 | 3.23 | 2.07 | s 1.12 | 12.01PM | 11.43 | 11.23 | 25.5 | | RODEO<br>1.0 | |
| 14 P | | | | | f | | | f | | | | 26.5 | | OLEUM<br>0.6 | |
| 103 | | | | s | | | | f | | | | 27.1 | | TORMEY<br>0.4 | |
| P | | | | | s | | | f | | | | 27.5 | | SELBY<br>0.5 | |
| 14 Spur P | 5.42 | s 5.08<br>5.13 | 5.04 | s 4.32 | s 4.15 | s 3.28 | 2.12 | s 1.21 | 12.06 | s11.48 | 11.27 | 28.0 | | D **VALLEJO JCT.**<br>1.0 | |
| 90 | | s | | | s | | | s | | | | 29.0 | | CROCKETT<br>1.1 | |
| 130 P | | f | | | f | | | | | | | 30.1 | | ECKLEY<br>1.0 | |
| Yard WFITO P | s5.50PM | s 5.23PM | s 5.15PM | s 4.40PM | s 4.25PM | s 3.35PM | s 2.20PM | s 1.32PM | s12.15PM | s11.56AM | s11.35AM | 31.1 | | DNR **PORT COSTA** | |
| | Via Martinez see page 10 | Via Martinez See page 10 | 5.20 | Via Martinez see page 10 | 4.25 | 3.35 | 2.20 | 1.32 | 12.15 | Via Martinez see page 10 | 11.35AM | 31.1 | | **PORT COSTA**<br>1.3 | Benicia Ferry |
| | | | 5.40PM | | 4.45PM | 4.00PM | 2.45PM | 1.50PM | 12.40PM | | 12.00M | 32.4 | | **BENICIA** | |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (27.6) | |
| | (0.47) | (0.55) | (0.50) | (0.55) | (1.00) | (0.50) | (0.53) | (1.07) | (0.50) | (0.51) | (0.48) | | | Time over District | |
| | 35.23 | 33.12 | 33.12 | 30.11 | 27.60 | 33.12 | 31.24 | 24.71 | 33.12 | 32.46 | 34.50 | | | Average speed per hour | |

| Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | 84 | 24 | 42 | 22 | 36 | 28 | 54 | 86 | Distance from San Francisco. | STATIONS |
|---|---|---|---|---|---|---|---|---|---|---|
| | Bakersfield Passenger | Tonopah Express | Calistoga, Santa Rosa & San Ramon Passenger | The Statesman | Fresno Passenger | Dunsmuir Passenger | Sound Special | Oil Fields Flyer | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | |
| | 9.20AM | 9.00AM | 8.00AM | 7.20AM | 6.40AM | 6.20AM | 11.40PM | 11.40PM | 0.0 | DN **SAN FRANCISCO** |
| | 9.38 | 9.18 | 8.18 | 7.38 | 6.58 | 6.38 | 11.58PM | 11.58PM | 3.5 | **OAKLAND PIER** |
| I P | 9.45AM | 9.27AM | 8.23AM | 7.45AM | 7.05AM | 6.43AM | 12.10AM | 12.07AM | 3.5 | DNR **OAKLAND PIER** |
| Term. Yard WFITYO | | | | | | | | | 4.9 | DNR **WEST OAKLAND** |
| 69 I | s 9.52 | s 9.34 | s 8.30 | s 7.52 | s 7.12 | s 6.50 | s12.18 | s12.14 | 5.5 | OAKLAND (16th Street) |
| 180 | | | | | | | | | 6.6 | EMERYVILLE |
| 20 I | | | | | | | | | 7.0 | SHELLMOUND |
| 13 | | | | | | | | | 7.2 | SEDAN |
| 28 | | | | | | | | | 7.4 | PARAFFIN |
| 97 | | | | | | | | | 7.8 | STOCK YARDS |
| | | | | | | | | | 8.2 | LIVNY |
| 15 | | | | | | | | | 9.0 | TILLMAN |
| 41 | s 9.59 | s 9.41 | s 8.37 | s 7.59 | s 7.19 | s 6.57 | f12.25 | 12.21 | 9.2 | BERKELEY (University Ave.) |
| 42 | | | | | | | | | 10.2 | CORBIN |
| | | | | | | | | | 10.7 | FLEMING |
| | | | | | | | | | 11.1 | NOBEL |
| | | | | | | | | | 11.8 | VIGORIT |
| 17 | | | | | s | s | | | 13.1 | STEGE |
| 80 P | s10.07 | s 9.49 | s 8.45 | s 8.08 | s 7.28 | s 7.06 | s12.35 | s12.30 | 15.0 | N RICHMOND |
| 51 WP | 10.10 | 9.52 | 8.48 | 8.11 | f 7.32 | s 7.10 | 12.38 | 12.33 | 16.6 | D SAN PABLO |
| 39 Spur P | | | | | f | s | | | 18.7 | GIANT |
| 52 Spur | | | | | f | | | | 19.8 | SOBRANTE |
| 11 Spur | | | | | f | | | | 20.7 | IRONDALE |
| | | | | | f | | | | 21.5 | KRIEGER |
| 130 P | 10.18 | f10.02 | 8.56 | 8.19 | s 7.45 | s 7.21 | 12.46 | 12.41 | 23.0 | PINOLE |
| 80 | | | | | f | f | | | 23.8 | HERCULES |
| 63 | 10.22 | 10.07 | 9.00 | 8.24 | s 7.54 | s 7.26 | 12.51 | 12.45 | 25.5 | RODEO |
| 14 P | | | | | f | s | | | 26.5 | OLEUM |
| 103 | | | | | f | | | | 27.1 | TORMEY |
| P | | | f | | | f | | | 27.5 | SELBY |
| 14 Spur P | 10.27 | s10.12 | s 9.05<br>9.10 | 8.30 | s 8.02 | s 7.38 | 12.56 | 12.50 | 28.0 | D **VALLEJO JCT.** |
| 90 | f | | s | | s | s | s | | 29.0 | CROCKETT |
| 130 P | | | f | | | | | | 30.1 | ECKLEY |
| Yard WFITO P | s10.35AM | s10.20AM | s 9.19AM | s 8.40AM | s 8.13AM | s 7.50AM | s 1.05AM | s12.57AM | 31.1 | DNR **PORT COSTA** |
| | Via Martinez see page 10 | 10.20 | Via Martinez see page 10 | 8.40 | Via Martinez See Page 10 | 8.00 | 1.05 | Via Martinez see page 10. | 31.1 | **PORT COSTA** |
| | | 10.45AM | | 9.00AM | | 8.15AM | 1.30AM | | 32.4 | **BENICIA** |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (27.6) |
| | (0.50) | (0.53) | (0.56) | (0.55) | (1.08) | (1.07) | (0.55) | (0.50) | | Time over District |
| | 33.12 | 31.24 | 32.46 | 30.11 | 24.35 | 24.71 | 30.11 | 33.12 | | Average speed per hour |

See pages 3, 4 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.

**ADDITIONAL STOPS.**

No. 86—Berkeley to receive passengers.
No. 54—Any station to receive passengers for Dunsmuir or points beyond. Pinole to discharge passengers.
No. 24—Giant to discharge passengers.
No. 20—Any station on signal to receive passengers for points east of Ogden.
No. 8—Any station on signal to receive passengers for points south of Bakersfield.
No. 30—Eckley on Saturdays.
No. 10—Any station on signal to receive passengers for points east of Ogden.
No. 2—Any station on signal to receive passengers for Cheyenne or points east thereof.
No. 50—Any station on signal to receive passengers for Los Angeles or points east thereof.

Time Table No. 160

June 15, 1915

**FIRST CLASS**

| | STATIONS | | Distance from Port Costa | 13<br>San Francisco Express | 87<br>Oil Fields Flyer | 23<br>Tonopah Express | 25<br>The Owl | 41<br>Livermore and Vallejo Passenger | 19<br>Pacific Limited | 1<br>Overland Limited |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| DN | **SAN FRANCISCO**<br>3.5 | Oakland Ferry | 31.1 | 7.30AM | 7.50AM | 8.10AM | 8.50AM | 9.10AM | 9.30AM | 10.10AM |
| | **OAKLAND PIER** | | 27.6 | 7.12 | 7.32 | 7.52 | 8.32 | 8.52 | 9.12 | 9.52 |
| DNR | **OAKLAND PIER**<br>1.4 | Automatic Block<br>Double Track. | 27.6 | s 7.03AM | s 7.23AM | s 7.43AM | s 8.23AM | s 8.43AM | s 9.03AM | s 9.40AM |
| DNR | **WEST OAKLAND**<br>0.6 | | 26.2 | | | | | | | |
| | OAKLAND (16th Street)<br>1.1 | | 25.6 | s 6.50 | s 7.14 | s 7.30 | s 8.14 | s 8.33 | s 8.50 | s 9.30 |
| | EMERYVILLE<br>0.4 | | 24.5 | | | | | | | |
| | SHELLMOUND<br>0.2 | | 24.1 | | | | | | | |
| | SEDAN<br>0.2 | | 23.9 | | | | | | | |
| | PARAFFIN<br>0.4 | | 23.7 | | | | | | | |
| | STOCK YARDS<br>0.4 | | 23.3 | | | | | | | |
| | LIVNY<br>0.8 | | 22.9 | | | | | | | |
| | TILLMAN<br>0.2 | | 22.1 | | | | | | | |
| | BERKELEY (University Ave.)<br>1.0 | | 21.9 | s 6.39 | 7.07 | 7.18 | 8.07 | s 8.23 | s 8.38 | 9.18 |
| | CORBIN<br>0.5 | | 20.9 | | | | | | | |
| | FLEMING<br>0.4 | | 20.4 | | | | | f | | |
| | NOBEL<br>0.7 | | 20.0 | | | | | | | |
| | VIGORIT<br>1.3 | | 19.3 | | | | | | | |
| | STEGE<br>1.9 | | 18.0 | | f | | | f | | |
| N | RICHMOND<br>1.6 | | 16.1 | s 6.27 | s 6.57 | s 7.08 | 7.59 | s 8.13 | 8.28 | 9.08 |
| D | SAN PABLO<br>2.1 | | 14.5 | 6.21 | 6 53 | 7.03 | 7.56 | s 8.09 | 8.25 | 9.05 |
| | GIANT<br>1.1 | | 12.4 | | | | | s | | |
| | SOBRANTE<br>0.9 | | 11.3 | | | | | | | |
| | IRONDALE<br>0.8 | | 10.4 | | | | | | | |
| | KRIEGER<br>1.5 | | 9.6 | | | | | | | |
| | PINOLE<br>0.8 | | 8.1 | 6.11 | 6.44 | 6.53 | 7.48 | s 7.58 | 8.17 | 8.57 |
| | HERCULES<br>1.7 | | 7.3 | | | | | | | |
| | RODEO<br>1.0 | | 5.6 | 6.05 | 6.40 | 6.48 | 7.44 | f 7.50 | 8.13 | 8.53 |
| | OLEUM<br>0.6 | | 4.6 | | | | | f | | |
| | TORMEY<br>0.4 | | 4.0 | | | | | f | | |
| | SELBY<br>0.5 | | 3.6 | | | | | s | | |
| D | **VALLEJO JCT.**<br>1.0 | | 3.1 | f 5.59 | 6.36 | 6.43 | 7.40 | s 7.43 | 8.08 | 8.48 |
| | CROCKETT<br>1.1 | | 2.1 | | | | | s | | |
| | ECKLEY<br>1.0 | | 1.0 | | | | | f | | |
| DNR | **PORT COSTA** | | 0.0 | s 5.50AM | 6.29AM | s 6.35AM | 7.32AM | s 7.35AM | s 8.00AM | s 8.40AM |
| | **PORT COSTA**<br>1.3 | Benicia Ferry | 1.3 | 5.50 | Via Martinez see page 11 | 6.35 | Via Martinez see page 11 | Via Martinez see page 11 | 8.00 | 8.40 |
| | **BENICIA** | | 0.0 | 5.20AM | | 6.05AM | | | 7.35AM | 8.15AM |
| | (27.6) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | Time over District.......... | | | (1.13) | (0.54) | (1.08) | (0.51) | (1.08) | (1.03) | (1.00) |
| | Average speed per hour.......... | | | 22.68 | 30.66 | 24.35 | 32.47 | 24.35 | 26.28 | 27.60 |

| | STATIONS | Distance from Port Costa | 81<br>Calistoga and Santa Rosa Passenger | 45<br>Sacramento Passenger | 47<br>El Dorado | 15<br>California Express | 49<br>San Joaquin Valley Flyer | 9<br>Fast Mail |
|---|---|---|---|---|---|---|---|---|
| | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| DN | **SAN FRANCISCO** | 31.1 | 10.10AM | 10.50AM | 11.30AM | 12.50PM | 1.10PM | 2.30PM |
| | **OAKLAND PIER** | 27.6 | 9.52 | 10.32 | 11.12 | 12.32 | 12.52 | 2.12 |
| DNR | **OAKLAND PIER** | 27.6 | s 9.43AM | s 10.23AM | s 11.03AM | s 12.23PM | s 12.43PM | s 1.55PM |
| DNR | **WEST OAKLAND** | 26.2 | | | | | | |
| | OAKLAND (16th Street) | 25.6 | s 9.35 | s 10.13 | s 10.55 | s 12.10PM | s 12.30 | s 1.45 |
| | EMERYVILLE | 24.5 | | | | | | |
| | SHELLMOUND | 24.1 | | | | | | |
| | SEDAN | 23.9 | | | | | | |
| | PARAFFIN | 23.7 | | | | | | |
| | STOCK YARDS | 23.3 | | | | | | |
| | LIVNY | 22.9 | | | | | | |
| | TILLMAN | 22.1 | | | | | | |
| | BERKELEY (University Ave.) | 21.9 | s 9.25 | s 10.03 | 10.47 | s 11.58AM | s 12.20 | 1.32 |
| | CORBIN | 20.9 | | | | | | |
| | FLEMING | 20.4 | | | | | | |
| | NOBEL | 20.0 | | | | | | |
| | VIGORIT | 19.3 | | f | | | | |
| | STEGE | 18.0 | | f | | | | |
| N | RICHMOND | 16.1 | s 9.16 | s 9.53 | 10.37 | 11.48 | s 12.10 | 1.22 |
| D | SAN PABLO | 14.5 | 9.12 | f 9.49 | 10.34 | 11.45 | 12.05PM | 1.19 |
| | GIANT | 12.4 | | s | | | | |
| | SOBRANTE | 11.3 | | f | | | | |
| | IRONDALE | 10.4 | | | | | | |
| | KRIEGER | 9.6 | | f | | | | |
| | PINOLE | 8.1 | 9.04 | s 9.38 | 10.25 | 11.37 | s 11.55AM | 1.11 |
| | HERCULES | 7.3 | | | | | | |
| | RODEO | 5.6 | 9.00 | s 9.30 | 10.21 | 11.33 | f 11.50 | 1.07 |
| | OLEUM | 4.6 | | f | | | | |
| | TORMEY | 4.0 | | | | | | |
| | SELBY | 3.6 | | | | | | |
| D | **VALLEJO JCT.** | 3.1 | 8.55<br>s 8.51 | s 9.23 | s 10.17 | 11.28 | s 11.45 | 1.02 |
| | CROCKETT | 2.1 | s | s | | | s | |
| | ECKLEY | 1.0 | | | | | | |
| DNR | **PORT COSTA** | 0.0 | 8.44AM | s 9.15AM | s 10.10AM | s 11.20AM | 11.35AM | 12.55PM |
| | **PORT COSTA** | 1.3 | Via Martinez see page 11 | 9.15 | 10.10 | 11.20 | Via Martinez See page 11 | 12.55 |
| | **BENICIA** | 0.0 | | 9.00AM | 9.52AM | 10.50AM | | 12.40PM |
| | (27.6) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | Time over District | | (0.59) | (1.08) | (0.53) | (1.03) | (1.08) | (1.00) |
| | Average speed per hour | | 28.06 | 24.35 | 31.24 | 26.28 | 24.35 | 27.60 |

| | STATIONS | Distance from Port Costa | 83<br>Bakersfield Passenger | 29<br>San Francisco Passenger | 43<br>Santa Rosa, Calistoga & San Ramon Passenger | 11<br>Shasta Limited | 21<br>The Statesman | 27<br>San Francisco Passenger | 7<br>Los Angeles Express |
|---|---|---|---|---|---|---|---|---|---|
| | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| DN | **SAN FRANCISCO** | 31.1 | 4.10PM | 4.30PM | 6.30PM | 6.50PM | 7.30PM | 7.30PM | 7.50PM |
| | **OAKLAND PIER** | 27.6 | 3.52 | 4.12 | 6.12 | 6.32 | 7.12 | 7.12 | 7.32 |
| DNR | **OAKLAND PIER** | 27.6 | s 3.43PM | s 4.03PM | s 6.03PM | s 6.23PM | s 7.00PM | s 7.03PM | s 7.23PM |
| DNR | **WEST OAKLAND** | 26.2 | | | | | | | |
| | OAKLAND (16th Street) | 25.6 | s 3.32 | s 3.50 | s 5.45 | s 6.10 | s 6.50 | s 6.56 | s 7.10 |
| | EMERYVILLE | 24.5 | | | | | | | |
| | SHELLMOUND | 24.1 | | | | | | | |
| | SEDAN | 23.9 | | | | | | | |
| | PARAFFIN | 23.7 | | | | | | | |
| | STOCK YARDS | 23.3 | | | | | | | |
| | LIVNY | 22.9 | | | | | | | |
| | TILLMAN | 22.1 | | | | | | | |
| | BERKELEY (University Ave.) | 21.9 | 3.23 | s 3.40 | s 5.35 | 5.58 | s 6.39 | s 6.46 | s 7.00 |
| | CORBIN | 20.9 | | | | | | | |
| | FLEMING | 20.4 | | | f | | | | |
| | NOBEL | 20.0 | | | | | | | |
| | VIGORIT | 19.3 | | | f | | | | |
| | STEGE | 18.0 | | | f | | | | |
| N | RICHMOND | 16.1 | s 3.15 | s 3.32 | s 5.22 | 5.48 | s 6.30 | s 6.37 | s 6.50 |
| D | SAN PABLO | 14.5 | 3.11 | 3.29 | s 5.16 | 5.45 | 6.26 | f 6.33 | 6.45 |
| | GIANT | 12.4 | | | s | | | s | |
| | SOBRANTE | 11.3 | | | f | | | f | |
| | IRONDALE | 10.4 | | | | | | | |
| | KRIEGER | 9.6 | | | | | | | |
| | PINOLE | 8.1 | 3.03 | s 3.20 | s 5.04 | 5.37 | 6.18 | s 6.22 | 6.38 |
| | HERCULES | 7.3 | | | f | | | | |
| | RODEO | 5.6 | 2.58 | 3.15 | s 4.57 | 5.33 | 6.13 | f 6.17 | 6.34 |
| | OLEUM | 4.6 | | | f | | | f | |
| | TORMEY | 4.0 | | | f | | | | |
| | SELBY | 3.6 | | | f | | | | |
| D | **VALLEJO JCT.** | 3.1 | 2.54 | s 3.10 | s 4.50<br>4.42 | 5.28 | 6.08 | s 6.11 | f 6.29 |
| | CROCKETT | 2.1 | | s | s | | | s | f |
| | ECKLEY | 1.0 | | | f | | | | |
| DNR | **PORT COSTA** | 0.0 | 2.48PM | s 3.00PM | 4.30PM | s 5.20PM | s 6.00PM | s 6.02PM | 6.20PM |
| | **PORT COSTA** | 1.3 | Via Martinez see page 11 | 3.00 | Via Martinez | 5.15 | 6.00 | 6.00 | Via Martinez see page 11 |
| | **BENICIA** | 0.0 | | 2.45PM | | 4.51PM | 5.45PM | 5.45PM | |
| | (27.6) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | Time over District | | (0.55) | (1.03) | (1.33) | (1.03) | (1.00) | (1.03) | (1.03) |
| | Average speed per hour | | 30.11 | 26.28 | 19.48 | 26.28 | 27.60 | 26.28 | 26.28 |

**See pages 2, 4 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.**

## ADDITIONAL STOPS

No. 87—Vallejo Jct. to discharge passengers from points east of Lathrop. Berkeley to discharge passengers.
No. 23—Vallejo Junction and Berkeley to discharge passengers from Sacramento and points east thereof.
No. 25—Berkeley to discharge passengers from Los Angeles.
No. 19—Any station to discharge passengers from points east of Ogden.
No. 1—Any station to discharge passengers from Cheyenne or points east thereof.
No. 81—Any station to discharge passengers.
No. 47—Any station to discharge passengers from north of Davis or east of Sacramento. Berkeley to discharge passengers.
No. 15—Any station to discharge passengers from Portland or points east thereof. Vallejo Junction to discharge passengers from points north of Roseville and Davis.
No. 83—Berkeley to discharge passengers.
No. 29—Giant on signal on Saturdays only.
No. 7—Any station to discharge passengers from points south of Bakersfield.

**Eastward.**

## FROM SAN FRANCISCO.

Time Table No. 160

June 15, 1915

| Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | THIRD CLASS | | | | SECOND CLASS | FIRST CLASS | | | | Distance from San Francisco | | STATIONS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **222** | **288** | **302** | **250** | **150** | **16** | **6** | **26** | **48** | | | | |
| | Sacramento, Ogden and Portland Fast Freight | Fresno Freight | Port Costa Way Freight | Tracy Way Freight | Vallejo and Bay Point Passenger | Oregon Express | Atlantic Express | The Owl | El Dorado | | | | |
| | Leave Daily | Leave Daily | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY | Leave SUNDAY ONLY | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | |
| | | | | | 6.00PM | 8.20PM | 7.00PM | 6.00PM | 5.00PM | 0.0 | DN | **SAN FRANCISCO**<br>3.5 | Oakland Ferry |
| | | | | | 6.19 | 8.38 | 7.18 | 6.18 | 5.18 | 3.5 | | **OAKLAND PIER** | |
| I P | | | | | 6.27PM | 8.50PM | 7.30PM | 6.25PM | 5.25PM | 3.5 | DNR | **OAKLAND PIER**<br>1.4 | Automatic Block<br>Double Track |
| Term. Yard WFITYO | 10.15PM | 6.30PM | 8.10AM | 4.30AM | | | | | | 4.9 | DNR | **WEST OAKLAND**<br>0.6 | |
| 69 I | | | | | s 6.35 | s 8.57 | s 7.37 | s 6.31 | s 5.32 | 5.5 | | OAKLAND (16th Street)<br>1.1 | |
| 180 | | | | | | | | | | 6.6 | | EMERYVILLE<br>0.4 | |
| 20 I | | | | | | | | | | 7.0 | | SHELLMOUND<br>0.2 | |
| 13 | | | | | | | | | | 7.2 | | SEDAN<br>0.2 | |
| 28 | | | | | | | | | | 7.4 | | PARAFFIN<br>0.4 | |
| 97 | | | | | | | | | | 7.8 | | STOCK YARDS<br>0.4 | |
| | | | | | | | | | | 8.2 | | LIVNY<br>0.8 | |
| 15 | | | | | | | | | | 9.0 | | TILLMAN<br>0.2 | |
| 41 | | | | | s 6.42 | s 9.04 | s 7.44 | 6.38 | s 5.40 | 9.2 | | BERKELEY (University Ave.)<br>1.0 | |
| 42 | | | | | | | | | | 10.2 | | CORBIN<br>0.5 | |
| | | | | | f | | | | | 10.7 | | FLEMING<br>0.4 | |
| | | | | | | | | | | 11.1 | | NOBEL<br>0.7 | |
| | | | | | f | | | | | 11.8 | | VIGORIT<br>1.3 | |
| 17 | | | | | f | | | | | 13.1 | | STEGE<br>1.9 | |
| 80 P | | | | | s 6.53 | f 9.13 | f 7.53 | 6.46 | s 5.48 | 15.0 | N | RICHMOND<br>1.6 | |
| 51 WP | | | | | s 6.58 | 9.16 | 7.56 | 6.48 | 5.51 | 16.6 | D | SAN PABLO<br>2.1 | |
| 39 Spur P | | | | | f | | | | | 18.7 | | GIANT<br>1.1 | |
| 52 Spur | | | | | f | | | | | 19.8 | | SOBRANTE<br>0.9 | |
| 11 Spur | | | | | | | | | | 20.7 | | IRONDALE<br>0.8 | |
| | | | | | f | | | | | 21.5 | | KRIEGER<br>1.5 | |
| 130 P | | | | | s 7.10 | 9.24 | 8.04 | 6.56 | 5.59 | 23.0 | | PINOLE<br>0.8 | |
| 80 | | | | | | | | | | 23.8 | | HERCULES<br>1.7 | |
| 63 | | | | | s 7.15 | 9.29 | 8.09 | 7.00 | 6.03 | 25.5 | | RODEO<br>1.0 | |
| 14 P | | | | | s | | | | | 26.5 | | OLEUM<br>0.6 | |
| 103 | | | | | f | | | | | 27.1 | | TORMEY<br>0.4 | |
| P | | | | | f | | | | | 27.5 | | SELBY<br>0.5 | |
| 14 Spur P | | | | | s 7.27 | 9.35 | 8.15 | 7.04 | s 6.09 | 28.0 | D | **VALLEJO JCT.**<br>1.0 | |
| 90 | | | | | s | s | | | | 29.0 | | CROCKETT<br>1.1 | |
| 130 P | | | | | f | | | | | 30.1 | | ECKLEY<br>1.0 | |
| Yard P WFIT O | 11.20PM | 7.50PM | 4.00PM | 6.30AM | s 7.35PM | s 9.45PM | s 8.25PM | s 7.11PM | s 6.17PM | 31.1 | DNR | **PORT COSTA** | |
| | 11.20PM | Via Martinez see page 10 | | Via Martinez see page 10 | Via Martinez see page 10 | 9.45 | 8.25 | Via Martinez see page 10 | 6.17 | 31.1 | | **PORT COSTA**<br>1.3 | Benicia Ferry |
| | 12.05AM | | | | | 10.15PM | 8.50PM | | 6.40PM | 32.4 | | **BENICIA** | |
| | Arrive Daily | Arrive Daily | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY | Arrive SUNDAY ONLY | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (27.6) | |
| | (1.05) | (1.20) | (7.50) | (2.00) | (1.08) | (0.55) | (0.55) | (0.46) | (0.52) | ............Time over District | | | |
| | 24.18 | 19.65 | 3.34 | 13.10 | 24.35 | 30.11 | 30.11 | 36.00 | 31.84 | ............Average speed per hour | | | |

**See pages 2, 3 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.**

ADDITIONAL STOPS

No. 26—Berkeley on signal to receive passengers for Los Angeles.

No. 6—Any station daily on signal to receive passengers for points east of Ogden, Pinole to discharge passengers, and at Sobrante on Saturdays to discharge passengers.

No. 16—Any station daily on signal to receive passengers for Portland and beyond, and at Oleum on Sunday.

Time Table No. 160

June 15, 1915

| | | | | FIRST CLASS | | | SECOND CLASS | | THIRD CLASS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 5 | 53 | 209 | 149 | 85 | 221 | 301 | 249 |
| | | | Distance from Port Costa | San Francisco Limited | Exposition Special | Mountain Express | Bay Point Passenger | Fresno Passenger | Oregon & Red Bluff Freight | Port Costa Way Freight | Tracy Way Freight |
| | **STATIONS** | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive SUNDAY ONLY | Arrive Daily | Arrive Daily | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY |
| DN | **SAN FRANCISCO**<br>3.5 | Oakland Ferry | 31.1 | 8.50PM | 9.30PM | ★10.40PM | 10.10PM | ★11.20PM | | | |
| | **OAKLAND PIER** | | 27.6 | 8.32 | 9.12 | 10.22 | 9.52 | 11.02 | | | |
| DNR | **OAKLAND PIER**<br>1.4 | Automatic Block<br>Double Track | 27.6 | s 8.23PM | s 9.03PM | s 10.15PM | s 9.43PM | s 10.45PM | | | |
| DNR | **WEST OAKLAND**<br>0.6 | | 26.2 | | | | | | 5.00AM | 3.00PM | 3.30PM |
| | OAKLAND (16th Street)<br>1.1 | | 25.6 | s 8.08 | s 8.50 | s 10.04 | s 9.34 | s 10.37 | | | |
| | EMERYVILLE<br>0.4 | | 24.5 | | | | | | | | |
| | SHELLMOUND<br>0.2 | | 24.1 | | | | | | | | |
| | SEDAN<br>0.2 | | 23.9 | | | | | | | | |
| | PARAFFIN<br>0.4 | | 23.7 | | | | | | | | |
| | STOCK YARDS<br>0.4 | | 23.3 | | | | | | | | |
| | LIVNY<br>0.8 | | 22.9 | | | | | | | | |
| | TILLMAN<br>0.2 | | 22.1 | | | | | | | | |
| | BERKELEY (University Ave.)<br>1.0 | | 21.9 | 7.57 | f 8.38 | s 9.54 | s 9.24 | s 10.28 | | | |
| | CORBIN<br>0.5 | | 20.9 | | | | | | | | |
| | FLEMING<br>0.4 | | 20.4 | | | | | | | | |
| | NOBEL<br>0.7 | | 20.0 | | | | | | | | |
| | VIGORIT<br>1.3 | | 19.3 | | | | | | | | |
| | STEGE<br>1.9 | | 18.0 | | | | f | | | | |
| N | RICHMOND<br>1.6 | | 16.1 | 7.47 | s 8.28 | s 9.45 | s 9.15 | s 10.19 | | | |
| D | SAN PABLO<br>2.1 | | 14.5 | 7.43 | 8.25 | f 9.42 | f 9.11 | f 10.15 | | | |
| | GIANT<br>1.1 | | 12.4 | | | | f | | | | |
| | SOBRANTE<br>0.9 | | 11.3 | | | | | | | | |
| | IRONDALE<br>0.8 | | 10.4 | | | | | | | | |
| | KRIEGER<br>1.5 | | 9.6 | | | | | | | | |
| | PINOLE<br>0.8 | | 8.1 | 7.33 | 8.17 | s 9.32 | s 9.00 | s 10.05 | | | |
| | HERCULES<br>1.7 | | 7.3 | | | | | | | | |
| | RODEO<br>1.0 | | 5.6 | 7.28 | 8.13 | 9.27 | f 8.55 | f 10.00 | | | |
| | OLEUM<br>0.6 | | 4.6 | | | f | | | | | |
| | TORMEY<br>0.4 | | 4.0 | | | | f | f | | | |
| | SELBY<br>0.5 | | 3.6 | | | | | | | | |
| D | **VALLEJO JCT.**<br>1.0 | | 3.1 | 7.23 | 8.08 | 9.22 | f 8.50 | 9.55 | | | |
| | CROCKETT<br>1.1 | | 2.1 | | | | s | s | | | |
| | ECKLEY<br>1.0 | | 1.0 | | | | | | | | |
| DNR | **PORT COSTA** | | 0.0 | s 7.15PM | s 8.00PM | s 9.15PM | 8.43PM | 9.48PM | 1.30AM | 7.00AM | 1.00PM |
| | **PORT COSTA**<br>1.3 | Benicia Ferry | 1.3 | 7.15 | 8.00 | 9.15 | Via Martinez see page 11 | Via Martinez see page 11 | 1.00 | | Via Martinez see page 11 |
| | **BENICIA** | | 0.0 | 6.45PM | 7.40PM | 8.52PM | | | 12.10AM | | |
| | (27.6) | | | Leave Daily | Leave Daily | Leave Daily | Leave SUNDAY ONLY | Leave Daily | Leave Daily | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY |
| | Time over District.................. | | | (1.08) | (1.03) | (1.00) | (1.00) | (0.57) | (3.30) | (8.00) | (2.30) |
| | Average speed per hour.............. | | | 24.35 | 26.28 | 27.60 | 27.60 | 29.03 | 7.48 | 3.28 | 10.48 |

**See pages 2, 3 and 4 for additional trains between Oakland Pier, West Oakland and Port Costa.**

★No. 209—San Francisco 10.50 p.m. on Saturday and Sunday.
★No. 85—San Francisco 11.10 p.m. on Saturday and Sunday.

ADDITIONAL STOPS

No. 5—Any station to discharge passengers from points east of Ogden.
No. 53—Any station to discharge passengers from Dunsmuir or points east thereof.
No. 209—Vallejo Junction Sundays to receive passengers.
No. 85—Any station to discharge passengers.

## FROM SAN FRANCISCO

Time Table No. 160

June 15, 1915

| Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | FIRST CLASS | | | | | | | | | | | | | | | | | | Distance from San Francisco | STATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 16 | 6 | 48 | 498 | 2 | 46 | 10 | 14 | 78 | 30 | 12 | 20 | 24 | 22 | 28 | 74 | 76 | 54 | | |
| | Oregon Express | Atlantic Express | El Dorado | Marysville Passenger | Overland Limited | Oroville and Sacramento Passenger | San Francisco Limited | Portland Express | Red Bluff Passenger | Sacramento & Marysville Passenger | Shasta Limited | Pacific Limited | Tonopah Express | The Statesman | Dunsmuir Passenger | Red Bluff Passenger | Marysville Passenger | Sound Special | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | |
| | 8.20PM | 7.00PM | 5.00PM | SAC. DIV. No. 539 | 4.00PM | 3 00PM | 2.20PM | 1.00PM | SAC. DIV. No. 29 | 12.00 NOON | 11.00AM | 10.20AM | 9.00AM | 7.20AM | 6.20AM | SAC. DIV. No. 31 | SAC. DIV. No. 541 | 11.40PM | 0.0 | DN **SAN FRANCISCO**<br>32.4 |
| Yard WFT **P** | s 10.15PM | s 8.50PM | s 6.40PM | | 5.40PM | s 4.45PM | s 4.00PM | s 2.45PM | | s 1.50PM | 12.40PM | 12.01PM | s 10.45AM | s 9.00AM | s 8.15AM | | | 1.30AM | 32.4 | DN **BENICIA**<br>0.8 |
| | | | | | | | | | | f | | | | | | | | | 33.2 | MAIL DOCK<br>0.6 |
| 23 Spur | | | | | | f | | | | f | | | | | | | | | 33.8 | ARMY POINT<br>0.7 |
| | | | | | | | | | | | | | | | | | | | 34.5 | ARSENAL<br>3.5 |
| 107 | 10.25 | 8.59 | 6.49 | | 5.49 | f 4.55 | 4.10 | 2.55 | | f 2.00 | 12.50 | 12.11 | 10.54 | 9.09 | f 8.25 | | | 1.40 | 38.0 | GOODYEAR<br>1.0 |
| | | | | | | f | | | | f | | | | | f | | | | 39.0 | HOYT<br>1.1 |
| | | | | | | f 4.59 | | | | f 2.04 | | | | | | | | | 40.1 | PIERCE<br>2.1 |
| 18 Spur | | | | | | f 5.04 | | | | f 2.08 | | | | | f 8.33 | | | | 42.2 | CYGNUS<br>1.0 |
| | | | | | | | | | | f 2.10 | | | | | | | | | 43.2 | TEAL<br>1.9 |
| 20 Spur | | | | | | | | | | f | | | | | | | | | 45.1 | JACKSNIPE<br>3.8 |
| 123 WFYO **P** | s 10.45 | s 9.21 | s 7.10 | | 6.05 | s 5.25 | 4.29 | s 3.15 | | s 2.25 | 1.07 | 12.30 | s 11.15 | s 9.30 | s 8.48 | | | s 2.00 | 48.9 | DN **SUISUN-FAIRFIELD**<br>Northern Electric R. R. Crossing<br>3.0 |
| 88 | 10.52 | 9.26 | 7.15 | | 6.10 | s 5.32 | 4.34 | 3.22 | | s 2.31 | 1.12 | 12.35 | 11.20 | 9.35 | s 8.54 | | | 2.05 | 51.9 | TOLENAS<br>1.9 |
| 14 Spur | | | | | | f | | | | f | | | | | f | | | | 53.8 | VANDEN<br>1.6 |
| 13 Spur | | | | | | f | | | | f | | | | | f | | | | 55.4 | CANNON<br>4.0 |
| 104 WFY | f 11.05 | 9.37 | 7.25 | | 6.20 | s 6.00 | s 4.46 | 3.35 | | s 2.46 | 1.22 | 12.46 | f 11.32 | 9.45 | s 9.08 | | | 2.17 | 59.4 | D **ELMIRA**<br>4.8 |
| 32 Spur | | | | | | f | | | | f | | | | | f | | | | 64.2 | BATAVIA<br>3.3 |
| 95 W | f 11.20 | s 9.50 | 7.36 | | 6.31 | s 6.15 | 4.58 | 3.50 | | s 3.01 | 1.33 | 12.58 | s 11.45AM | s 9.56 | s 9.21 | | | s 2.29 | 67.5 | D DIXON<br>4.3 |
| 115 | | | | | | f | | | | f | | | | | f | | | | 71.8 | TREMONT<br>2.0 |
| 14 Spur | | | | | | | | | | | | | | | | | | | 73.8 | BRIGGSTON<br>1.8 |
| 95 WIY | s 11.40 | s 10.09 | s 7.50 | 6.55PM | 6.43 | s 6.33 | s 5.13 | s 4.10PM | 3.45PM | s 3.16 | s 1.50PM | 1.12 | s 12.01PM | s 10.12 | s 9.50 | 9.30AM | 8.30AM | 2.43 | 75.6 | DN **DAVIS**<br>1.5 |
| 16 Spur | | | | | | | | | | | | | | | | | | | 77.1 | CHILES<br>2.0 |
| 14 Spur | | | | | | f | | | f | f | | | | | f | f | f | | 79.1 | SWINGLE<br>1.3 |
| 120 | 11.48PM | 10.16 | 7.57 | f 7.05 | 6.50 | f 6.43 | 5.20 | | f 3.55 | 3.24 | | 1.19 | 12.09 | 10.19 | f 9.58 | 9.40 | f 8.40 | 2.50 | 80.4 | WEBSTER<br>5.9 |
| 18 Spur I | | | | f | | | | | f | | | | | | | | f | | 86.3 | MIKON<br>0.6 |
| | | | | | | | | | | | | | | | | | | | 86.9 | Sacto. & Woodland Ry. Crossing<br>1.4 |
| 74 Spur | | | | | | f | | | f | | | | | | | f | f | | 88.3 | WASHINGTON<br>0.5 |
| Term Yard WFTO **P** | s 12.10AM | s 10.40PM | s 8.15PM | s 7.25PM | s 7.10PM | s 7.00PM | s 5.40PM | | s 4.15PM | s 3.45PM | | s 1.40PM | ¶ 12.30PM | s 10.35AM | ¶ 10.20AM | s 10.00AM | s 9.00AM | 3.10AM | 88.8 | DNR **SACRAMENTO**<br>17.7 |
| | | | | | | | | | | | | | | | | | | | 106.5 | **ROSEVILLE** |
| | | | | | | | | | | | | | | | | | | | | (56.4) |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | |
| | (1.55) | (1.50) | (1.35) | (0.30) | (1.30) | (2.15) | (1.40) | (1.25) | (0.30) | (1.55) | (1.10) | (1.39) | (1.45) | (1.35) | (2.05) | (0.30) | (0.30) | (1.40) | | ........................Time over District |
| | 29.43 | 30.76 | 35.62 | 26.40 | 37.60 | 25.07 | 33.84 | 30.49 | 26.40 | 29.43 | 37.02 | 34.18 | 32.23 | 35.62 | 27.07 | 26.40 | 26.40 | 33.84 | | ........................Average speed per hour |

Automatic Block — Benicia to Sacramento

Double Track — Benicia to Sacramento

ADDITIONAL STOPS

- No. 54—Any station on signal to receive passengers for Dunsmuir and beyond.
- No. 20—Any station on signal to receive passengers for points east of Ogden.
- No. 14—Dixon on signal to receive passengers for points north of Dunsmuir.
- No. 10—Any station daily on signal to receive passengers for east of Ogden and at Dixon on Sundays to receive or discharge passengers.
- No. 46—Teal and Jacksnipe on Tuesdays and Saturdays, also on the day preceding a holiday.
- No. 2—Any station on signal to receive passengers for Cheyenne or points east thereof.
- No. 6—Any station on signal to receive passengers for points east of Ogden.
- No. 16—Any station on signal to receive passengers for Portland or beyond.

See pages 7, 8 and 9 for additional trains between Benicia and Sacramento.

Automatic Block

Double Track

| Time Table No. 160<br>June 15, 1915 | Distance from Sacramento | FIRST CLASS | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 13 | 23 | 19 | 1 | 45 | 531 | 47 | 15 | 73 | 9 | 29 | 11 | 27 | 21 | 5 | 53 | 77 | 209 |
| | | San Francisco Express | Tonopah Express | Pacific Limited | Overland Limited | Sacramento Passenger | Oroville Passenger | El Dorado | California Express | Red Bluff Passenger | Fast Mail | San Francisco Passenger | Shasta Limited | San Francisco Passenger | The Statesman | San Francisco Limited | Exposition Special | Marysville Passenger | Mountain Express |
| **STATIONS** | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| DN **SAN FRANCISCO**<br>32.4 | 88.8 | 7.30AM | 8.10AM | 9.30AM | 10.10AM | 10.50AM | SAC. DIV. No. 536 | 11.30AM | 12.50PM | SAC. DIV. No. 30 | 2.30PM | 4.30PM | 6.50PM | 7.30PM | 7.30PM | 8.50PM | 9.30PM | SAC. DIV. No. 542 | 10.40PM |
| DN **BENICIA**<br>0.8 | 56.4 | s 5.20AM | s 6.05AM | 7.35AM | 8.15AM | s 9.00AM | | s 9.52AM | s 10.50AM | | 12.40PM | s 2.45PM | 4.51PM | s 5.40PM | s 5.45PM | s 6.45PM | s 7.40PM | | s 8.52PM |
| MAIL DOCK<br>0.6 | 55.6 | | | | | | | | | | | | | f | | | | | |
| ARMY POINT<br>0.7 | 55.0 | | | | | f | | | | | | | | f | | | | | |
| ARSENAL<br>3.5 | 54.3 | | | | | | | | | | | | | | | | | | |
| GOODYEAR<br>1.0 | 50.8 | 5.07 | 5.55 | 7.25 | 8.05 | s 8.50 | | 9.42 | 10.40 | | 12.30 | 2.36 | 4.41 | f 5.27 | 5.35 | 6.35 | 7.26 | | 8.42 |
| HOYT<br>1.1 | 49.8 | | | | | f | | | | | | | | f | | | | | |
| PIERCE<br>2.1 | 48.7 | | | | | f 8.45 | | | | | | | | f 5.17 | | | | | |
| CYGNUS<br>1.0 | 46.6 | | | | | f 8.40 | | | | | | | | f 5.13 | | | | | |
| TEAL<br>1.9 | 45.6 | | | | | f 8.37 | | | | | | | | f 5.10 | | | | | |
| JACKSNIPE<br>3.8 | 43.7 | | | | | f | | | | | | | | f | | | | | |
| DN **SUISUN-FAIRFIELD**<br>Northern Electric R. R. Crossing<br>3.0 | 39.9 | 4.43 | s 5.35 | 7.05 | 7.44 | s 8.27 | | s 9.22 | 10.25 | | 12.09 | s 2.16 | 4.22 | s 4.57 | s 5.15 | 6.15 | s 7.06 | | s 8.22 |
| **TOLENAS**<br>1.9 | 36.9 | 4.37 | 5.27 | 6.59 | 7.39 | s 8.10 | | 9.16 | 10.20 | | 12.04PM | 2.10 | 4.17 | s 4.40 | 5.10 | 6.09 | 7.00 | | 8.14 |
| **VANDEN**<br>1.6 | 35.0 | | | | | f | | | | | | | | f | | | | | |
| CANNON<br>4.0 | 33.4 | | | | | f | | | | | | | | f | | | | | f |
| D **ELMIRA**<br>4.8 | 29.4 | 4.25 | f 5.15 | 6.47 | 7.29 | s 7.58 | | s 9.03 | 10.07 | | 11.54AM | 2.00 | 4.05 | s 4.25 | 5.00 | 5.57 | 6.48 | | s 8.00 |
| BATAVIA<br>3.3 | 24.6 | | | | | f | | | | | | | | f | | | | | f |
| D DIXON<br>4.3 | 21.3 | 4.10 | f 5.04 | 6.36 | 7.18 | s 7.43 | | s 8.51 | 9.54 | | 11.43 | s 1.50 | 3.54 | s 4.10 | s 4.50 | 5.46 | s 6.37 | | s 7.40 |
| TREMONT<br>2.0 | 17.0 | | | | | f | | | | | | | | f | | | | | |
| BRIGGSTON<br>1.8 | 15.0 | | | | | | | | | | | | | | | | | | |
| DN **DAVIS**<br>1.5 | 13.2 | 3.55AM | f 4.50 | 6.23 | 7.07 | s 7.28 | s 8.25AM | s 8.39 | s 9.42 | s 9.55AM | 11.32 | s 1.38 | 3.43PM | s 3.55 | s 4.38 | 5.33 | 6.25PM | s 7.00PM | s 7.20 |
| CHILES<br>2.0 | 11.7 | | | | | | | | | | | | | | | | | | |
| SWINGLE<br>1.3 | 9.7 | | | | | f | | | | f | | | | f | | | | f | |
| WEBSTER<br>5.9 | 8.4 | | f 4.39 | 6.14 | 6.58 | f 7.15 | f 8.15 | 8.29 | 9.33 | 9.43 | 11.23 | 1.28 | | f 3.40 | 4.28 | 5.24 | | f 6.50 | 7.03 |
| MIKON<br>0.6 | 2.5 | | | | | | f | | | | | | | | | | | f | |
| Sacto. & Woodland Ry. Crossing<br>1.4 | 1.9 | | | | | | | | | | | | | | | | | | |
| WASHINGTON<br>0.5 | 0.5 | | | | | f | f | | | f | | | | | | | | f | |
| DNR **SACRAMENTO**<br>17.7 | 0.0 | | 4.25AM | 6.00AM | 6.45AM | 7.00AM | 7.55AM | 8.15AM | 9.20AM | 9.30AM | 11.10AM | 1.15PM | | 3.25PM | 4.15PM | 5.10PM | | 6.30PM | 6.50PM |
| **ROSEVILLE** | | | | | | | | | | | | | | | | | | | |
| 56.4 | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| Time over District............ | | (1.25) | (1.40) | (1.35) | (1.30) | (2.00) | (0.30) | (1.37) | (1.30) | (0.25) | (1.30) | (1.30) | (1.08) | (2.15) | (1.30) | (1.35) | (1.15) | (0.30) | (2.02) |
| Average speed per hour.......... | | 30.49 | 33.84 | 35.62 | 37.60 | 28.02 | 26.40 | 34.88 | 37.60 | 31.68 | 37.60 | 37.60 | 38.11 | 25.06 | 37.60 | 35.62 | 34.56 | 26.40 | 27.73 |

See pages 6, 8 and 9 for additional trains between Benicia and Sacramento.

ADDITIONAL STOPS

- No. 13—Elmira and Suisun-Fairfield to discharge passengers from points north of Davis.
- No. 19—Any station to discharge passengers from points east of Ogden.
- No. 1—Any station to discharge passengers from Cheyenne or points east thereof.
- No. 47—Any station to discharge passengers from points north of Davis or east of Sacramento.
- No. 15—Any station to discharge passengers from Portland and points beyond.
- No. 73—Webster to discharge passengers.
- No. 5—Any station to discharge passengers from points east of Ogden.
- No. 53—Any station to discharge passengers from Dunsmuir and beyond.
- No. 209—Goodyear on signal Tuesday and Saturday to receive passengers.

| Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | THIRD CLASS 274 Knights Landing Way Freight | 272 Red Bluff Freight | 304 Sacramento Way Freight | 222 Sac'to Ogden & Portland Fast Frt. | Distance from San Francisco | | Time Table No. 160 June 15, 1915 STATIONS | |
|---|---|---|---|---|---|---|---|---|
| | Leave TUES. AND FRIDAY ONLY | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY | Leave Daily | | | | |
| | SAC. DIV. No. 233 | SAC. DIV. No. 225 | | | 0.0 | DN | **SAN FRANCISCO** | 32.4 |
| Yard WFT **P** | | | 6.00AM | 12.55AM | 32.4 | DN | **BENICIA** | 0.8 |
| | | | | | 33.2 | | MAIL DOCK | 0.6 |
| 23 Spur | | | | — | 33.8 | | ARMY POINT | 0.7 |
| | | | | | 34.5 | | ARSENAL | 3.5 |
| 107 | | | | | 38.0 | | GOODYEAR | 1.0 |
| | | | | | 39.0 | | HOYT | 1.1 |
| | | | | | 40.1 | | PIERCE | 2.1 |
| 18 Spur | | | | | 42.2 | | CYGNUS | 1.0 |
| | | | | | 43.2 | | TEAL | 1.9 |
| 20 Spur | | | | | 45.1 | | JACKSNIPE | 3.8 |
| 123 WFYO **P** | | | | | 48.9 | DN | **SUISUN-FAIRFIELD**<br>Northern Electric R. R. Crossing | 3.00 |
| 88 | | | | | 51.9 | | TOLENAS | 1.9 |
| 14 Spur | | | | | 53.8 | | VANDEN | 1.6 |
| 13 Spur | | | | | 55.4 | | CANNON | 4.0 |
| 104 WFY | | | | | 59.4 | D | **ELMIRA** | 4.8 |
| 32 Spur | | | | | 64.2 | | BATAVIA | 3.3 |
| 95 W | | | | | 67.5 | D | DIXON | 4.3 |
| 115 | | | | | 71.8 | | TREMONT | 2.0 |
| 14 Spur | | | | | 73.8 | | BRIGGSTON | 1.8 |
| 95 WIY | 3.20PM | 2.15PM | | | 75.6 | DN | **DAVIS** | 1.5 |
| 16 Spur | | | | | 77.1 | | CHILES | 2.0 |
| 14 Spur | | | | | 79.1 | | SWINGLE | 1.3 |
| 120 | | | | | 80.4 | | WEBSTER | 5.9 |
| 18 Spur I | | | | | 86.3 | | MIKON | 0.6 |
| | | | | | 86.9 | | Sacto. and Woodland Ry. Crossing | 1.4 |
| 74 Spur | | | | | 88.3 | | WASHINGTON | 0.5 |
| Term Yard WFTO **P** | 4.00PM | 3.00PM | 1.45PM | 6.20AM | 88.8 | DNR | **SACRAMENTO** | 17.7 |
| | | | | 7.45AM | 106.5 | | **ROSEVILLE** | |
| | Arrive TUES. AND FRIDAY ONLY | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY | Arrive Daily | | | 56.4 | |
| | (0.40) | (0.45) | (7.45) | (5.25) | | | ....................Time over District | |
| | 19.80 | 17.60 | 7.28 | 10.41 | | | ....................Average speed per hour | |

Automatic Block

Double Track

See pages 6, 7 and 9 for additional trains between Benicia and Sacramento.

# TOWARD SAN FRANCISCO.

Westward.

| | Time Table No. 160<br>June 15, 1915<br>STATIONS | Distance from Sacramento | THIRD CLASS | | | |
|---|---|---|---|---|---|---|
| | | | 271<br>Red Bluff Freight | 303<br>Sacramento Way Freight | 273<br>Knights Landing Way Freight | 221<br>Oregon and Red Bluff Freight |
| | | | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY | Arrive TUES. AND FRIDAY ONLY | Arrive Daily |
| DN | **SAN FRANCISCO**<br>32.4 | 88.8 | SAC. DIV. No. 226 | | SAC. DIV. No. 232 | |
| DN | **BENICIA**<br>0.8 | 56.4 | | 11.30AM | | 11.30PM |
| | MAIL DOCK<br>0.6 | 55.6 | | | | |
| | ARMY POINT<br>0.7 | 55.0 | | | | |
| | ARSENAL<br>3.5 | 54.3 | | | | |
| | GOODYEAR<br>1.0 | 50.8 | | | | |
| | HOYT<br>1.1 | 49.8 | | | | |
| | PIERCE<br>2.1 | 48.7 | | | | |
| | CYGNUS<br>1.0 | 46.6 | | | | |
| | TEAL<br>1.9 | 45.6 | | | | |
| | JACKSNIPE<br>3.8 | 43.7 | | | | |
| DN | **SUISUN-FAIRFIELD**<br>Northern Electric R. R. Crossing<br>3.00 | 39.9 | | | | |
| | TOLENAS<br>1.9 | 36.9 | | | | |
| | VANDEN<br>1.6 | 35.0 | | | | |
| | CANNON<br>4.0 | 33.4 | | | | |
| D | **ELMIRA**<br>4.8 | 29.4 | | | | |
| | BATAVIA<br>3.3 | 24.6 | | | | |
| D | DIXON<br>4.3 | 21.3 | | | | |
| | TREMONT<br>2.0 | 17.0 | | | | |
| | BRIGGSTON<br>1.8 | 15.0 | | | | |
| DN | **DAVIS**<br>1.5 | 13.2 | 5.25AM | | 6.45AM | |
| | CHILES<br>2.0 | 11.7 | | | | |
| | SWINGLE<br>1.3 | 9.7 | | | | |
| | WEBSTER<br>5.9 | 8.4 | | | | |
| | MIKON<br>0.6 | 2.5 | | | | |
| | Sacto. and Woodland Ry. Crossing<br>1.4 | 1.9 | | | | |
| | WASHINGTON<br>0.5 | 0.5 | | | | |
| DNR | **SACRAMENTO**<br>17.7 | 0.0 | 4.45AM | 4.30AM | 6.05AM | 7.15PM |
| | **ROSEVILLE** | | | | | 6.10PM |
| | 56.4 | | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY | Leave TUES. AND FRIDAY ONLY | Leave Daily |
| | Time over District | | (0.40) | (7.00) | (0.40) | (4.15) |
| | Average speed per hour | | 19.80 | 8.05 | 19.80 | 13.27 |

Automatic Block

Double Track

See pages 6, 7 and 8 for additional trains between Benicia and Sacramento.

## Eastward. FROM SAN FRANCISCO.

| Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | THIRD CLASS | | SECOND CLASS | FIRST CLASS | | | | | | | | | Distance from San Francisco | | Time Table No. 160<br>June 15, 1915 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 288 | 250 | 150 | 26 | 50 | 44 | 52 | 8 | 84 | 42 | 36 | 86 | | | |
| | Fresno Freight | Tracy Way Freight | Vallejo and Bay Point Passenger | The Owl | San Joaquin Valley Flyer | Livermore and San Ramon Passenger | Fresno Passenger | Los Angeles Passenger | Bakersfield Passenger | San Ramon Passenger | Fresno Passenger | Oil Fields Flyer | | | |
| | Leave Daily | Leave Daily EX. SUNDAY | Leave SUNDAY ONLY | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | **STATIONS** |
| | | | 6.00PM | 6.00PM | 4.40PM | 4.00PM | 3.20PM | 10.40AM | 9.20AM | 8.00AM | 6.40AM | 11.40PM | 0.0 | | DN **SAN FRANCISCO**<br>(31.1) |
| WFITO | 8.00PM | 6.50AM | 7.37PM | 7.11PM | 5.51PM | 5.28PM | 4.43PM | 12.03PM | 10.38AM | 9.25AM | 8.18AM | 1.00AM | 31.1 | Automatic Block | DNR **PORT COSTA**<br>1.1 |
| 60 | | | f | | | f | | | | f | | | 32.2 | | NEVADA DOCK<br>2.5 |
| 143 W | 8.10 | 7.02<br>7.30 | s 7.45 | 7.16 | 5.56 | s 5.36 | s 4.52 | s **12.11** | s 10.44 | s 9.35 | s **8.27** | f 1.07 | 34.7 | | D MARTINEZ<br>1.1 |
| 27 Spur | | | | | | | | | | | | | 35.8 | | AMORCO<br>0.2 |
| 112 | | | f | | | f | | | | f | | | 36.0 | | MOCOCO<br>0.8 |
| | | | f | | | f | | | | f | f | | 36.8 | | PEYTON<br>1.3 |
| 57 Y | **8.25** | 7.45<br>8.19 | s 7.53 | 7.21 | **6.01** | s 5.45PM | s 5.00 | 12.17 | 10.51 | s 9.45AM | s 8.36 | 1.12 | 38.1 | | D **AVON**<br>3.1 |
| 88 | 8.35 | 8.33<br>9.30 | s **8.00PM** | | | | s 5.07 | s 12.23 | s **10.57** | | s **8.43** | 1.17 | 41.2 | | DR BAY POINT<br>1.8 |
| 76 Spur | | | | | | | f | | | | f | | 43.0 | | NICHOLS<br>1.8 |
| 62 | 8.45 | 9.45 | | | | | f 5.15 | 12.29 | **11.03** | | f 8.51 | 1.22 | 44.8 | | McAVOY<br>4.1 |
| 57 W **P** | **9.00** | 10.00<br>11.20 | | 7.35 | 6.15 | | s 5.23 | s 12.36 | s **11.12** | | s **8.59** | 1.29 | 48.9 | | PITTSBURG<br>1.9 |
| 23 | | | | | | | f | | | | f | | 50.8 | | LOS MEDANOS<br>2.3 |
| 20 | | | | | | | | | | | | | 53.1 | | PRINCE<br>0.4 |
| 54 | 9.25 | 11.55AM | | 7.41 | 6.21 | | s **5.34** | s 12.43 | s 11.19 | | s 9.07 | 1.36 | 53.5 | | D ANTIOCH<br>2.5 |
| 17 Spur | | | | | | | | | | | | | 56.0 | | NEWLOVE<br>1.3 |
| 92 | 9.45 | 12.25PM | | | | | f 5.43 | f 12.49 | 11.25 | | f 9.14 | 1.41 | 57.3 | | NEROLY<br>4.4 |
| 116 W **P** | 10.05 | **12.57** | | 7.52 | 6.32 | | s 5.51 | s **12.57** | s 11.32 | | s 9.22 | 1.47 | 61.7 | | D BRENTWOOD<br>5.2 |
| 47 | 10.30 | **1.45** | | | | | s 6.01 | s 1.05 | s 11.40 | | s 9.32 | 1.56 | 66.9 | | D BYRON<br>2.0 |
| 11 Spur | | | | | f | | f | f | f | | f | | 68.9 | | BYRON HOT SPRINGS<br>2.7 |
| 55 | 10.55 | 2.00 | | 8.06 | 6.46 | | f 6.09 | 1.13 | 11.48 | | f 9.40 | 2.02 | 71.6 | | HERDLYN<br>4.1 |
| 66 | 11.25 | 2.15 | | **8.11** | 6.51 | | f 6.17 | 1.19 | 11.54 | | s **9.48** | 2.08 | 75.7 | | D BETHANY<br>3.4 |
| 51 | 11.50PM | 2.40 | | | | | 6.24 | **1.27** | 11.59AM | | 9.55 | 2.13 | 79.1 | | JANNEY<br>3.1 |
| Term yard<br>WFTYO **P** | 12.15AM | 3.00PM | | s 8.20PM | s 7.00PM | | ¶ 6.35PM | s 1.40PM | ¶ 12.05PM | | s 10.10AM | s 2.20AM | 82.2 | | DNR **TRACY** |
| | Arrive Daily | Arrive Daily EX. SUNDAY | Arrive SUNDAY ONLY | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (51.1) |
| | (4.15) | (8.10) | (0.23) | (1.09) | (1.09) | (0.17) | (1.52) | (1.37) | (1.27) | (0.20) | (1.52) | (1.20) | | | ....................Time over District |
| | 12.80 | 10.50 | 26.34 | 44.43 | 44.43 | 24.70 | 27.37 | 31.60 | 35.24 | 21.00 | 27.37 | 38.32 | | | ....................Average speed per hour |

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 150 is superior to No. 149.

### ADDITIONAL STOPS.

No. 8—Any station on signal to receive passengers for points south of Bakersfield.

No. 50—Any station on signal to receive passengers for Los Angeles or points east thereof.

Time Table No. 160

June 15, 1915

|  |  |  |  | Distance from Tracy | FIRST CLASS |  |  |  |  |  | SECOND CLASS |  |  |  | THIRD CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | 87 | 25 | 81 | 49 | 83 | 7 | 141 | 143 | 149 | 85 | 249 |
|  |  |  |  |  | Oil Fields Flyer | The Owl | Calistoga & Santa Rosa Passenger | San Joaquin Valley Flyer | Bakersfield Passenger | Los Angeles Passenger | Livermore and San Ramon Passenger | San Ramon Passenger | Bay Point Passenger | Fresno Passenger | Tracy Way Freight |
|  |  | **STATIONS** |  |  | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive SUNDAY ONLY | Arrive Daily | Arrive Daily EX.SUNDAY |
|  |  | **SAN FRANCISCO** | (31.1) | 82.2 | 7.50AM | 8.50AM | 10.10AM | 1.10PM | 4.10PM | 7.50PM | 9.10AM | 6.30PM | 10.10PM | 11.20PM |  |
| Automatic Block | DNR | **PORT COSTA** | 1.1 | 51.1 | s 6.25AM | **7.30AM** | s 8.35AM | s 11.30AM | s 2.45PM | s 6.17PM | s **7.20AM** | s 4.23PM | s 8.40PM | s 9.40PM | 12.30PM |
|  |  | NEVADA DOCK | 2.5 | 50.0 |  |  |  |  |  |  | f | f |  |  |  |
|  | D | MARTINEZ | 1.1 | 47.5 | s 6.17 | **7.23** | s **8.27** | s 11.23 | s 2.37 | s 6.08 | s **7.12** | s 4.15 | s 8.32 | s 9.30 | **12.11PM**<br>11.50AM |
|  |  | AMORCO | 0.2 | 46.4 |  |  |  |  |  |  |  |  |  |  |  |
|  |  | MOCOCO | 0.8 | 46.2 |  |  |  |  |  |  | f | f | f |  |  |
|  |  | PEYTON | 1.3 | 45.4 |  |  |  | f |  |  | f | f | f | f |  |
|  | D | **AVON** | 3.1 | 44.1 | 6.12 | 7.17 | f **8.19** | f 11.15 | 2.30 | f **6.01** | 7.05AM | 4.05PM | s **8.25** | f 9.20 | 11.30 |
|  | DR | BAY POINT | 1.8 | 41.0 | s 6.07 |  | s 8.14 | s **11.09** | s 2.25 | s 5.54 |  |  | **8.10PM** | s 9.15 | **11.20**<br>**9.30** |
|  |  | NICHOLS | 1.8 | 39.2 |  |  | f |  |  | f |  |  |  | f |  |
|  |  | McAVOY | 4.1 | 37.4 | 6.01 |  | f 8.07 | f **11.03** | 2.19 | f 5.47 |  |  |  | f 9.08 | 9.15 |
|  |  | PITTSBURG | 1.9 | 33.3 | f 5.55 | 7.03 | s 8.00 | s **10.52** | s 2.13 | s 5.41 |  |  |  | s **9.00** | **8.59** |
|  |  | LOS MEDANOS | 2.3 | 31.4 |  |  |  | f |  | f |  |  |  | f |  |
|  |  | PRINCE | 0.4 | 29.1 |  |  |  |  |  |  |  |  |  |  |  |
|  | D | ANTIOCH | 2.5 | 28.7 | 5.48 | 6.57 | s 7.52 | s 10.40 | s 2.05 | s **5.34** |  |  |  | s 8.52 | 8.20 |
|  |  | NEWLOVE | 1.3 | 26.2 |  |  |  | f |  |  |  |  |  |  |  |
|  |  | NEROLY | 4.4 | 24.9 | 5.42 |  | 7.46 | f 10.30 | 1.59 | f 5.23 |  |  |  | f 8.45 | 8.05 |
|  | D | BRENTWOOD | 5.2 | 20.5 | f 5.36 | 6.46 | s **7.40** | s 10.20 | s 1.53 | s 5.16 |  |  |  | s 8.37 | **7.40** |
|  | D | BYRON | 2.0 | 15.3 | 5.28 |  | s 7.32 | s 10.08 | s **1.45** | s 5.07 |  |  |  | s 8.27 | 7.05 |
|  |  | BYRON HOT SPRINGS | 2.7 | 13.3 |  |  | f | f | f | f |  |  |  | f |  |
|  |  | HERDLYN | 4.1 | 10.6 | 5.21 |  | 7.26 | f 9.57 | 1.38 | 4.58 |  |  |  | f 8.18 | 6.45 |
|  | D | BETHANY | 3.4 | 6.5 | 5.15 | **6.28** | 7.20 | s **9.48** | 1.32 | f 4.51 |  |  |  | s **8.11** | **6.28** |
|  |  | JANNEY | 3.1 | 3.1 | 5.10 |  | 7.15 | 9.43 | **1.27** | 4.46 |  |  |  | 7.55 | 6.05 |
|  | DNR | **TRACY** |  | 0.0 | 5.05AM | 6.20AM | 7.10AM | 9.38AM | 1.20PM | 4.40PM |  |  |  | 7.50PM | 5.55AM |
|  |  | (51.1) |  |  | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave SUNDAY ONLY | Leave Daily | Leave Daily EX. SUNDAY |
|  |  | Time over District |  |  | (1.20) | (1.10) | (1.25) | (1.52) | (1.25) | (1.37) | (0.15) | (0.18) | (0.30) | (1.50) | (6.35) |
|  |  | Average speed per hour |  |  | 38.32 | 43.80 | 36.07 | 27.37 | 36.07 | 31.60 | 28.00 | 23.33 | 20.20 | 27.87 | 11.61 |

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 150 is superior to No. 149.

## Eastward.

## FROM SAN FRANCISCO

| Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | THIRD CLASS | | SECOND CLASS | | FIRST CLASS | | | | | | | | | | | | | | | Distance from San Francisco | Time Table No. 160<br>June 15, 1915 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 280 | 278 | 254 | 242 | 184 | 98 | 182 | 44 | 190 | 80 | 96 | 38 | 92 | 504 | 32 | 82 | 90 | 500 | 210 | | STATIONS | |
| | San Jose Way Freight | Tracy Way Freight | Ogden Manifest | Fresno Mdse. Freight | Stockton Passenger | San Jose Passenger | Tracy Passenger | Livermore San Ramon Passenger | Livermore Passenger | Stockton Flyer | San Jose Passenger | Stockton Passenger | San Jose Passenger | Milk Train | Stockton & Sacramento Express | Sacramento Passenger | San Jose Passenger | Milk Train | The Newsboy | | | |
| | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY | Leave Daily | Leave Daily EX. SUNDAY | LV. SUNDAY ONLY | Leave Daily | Leave Daily EX. SUNDAY | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | |
| | | | 10.05PM | 6.50PM | 7.40PM | 6.40PM | 5.20PM | 4.00PM | | 5.00PM | 4.40PM | 4.00PM | 1.20PM | 1.00PM | 9.00AM | 7.20AM | 6.40AM | | 2.15AM | 0.0 | DN **SAN FRANCISCO**<br>3.5 | Oakland Ferry |
| | | | | | 7.58 | 6.58 | 5.38 | | | 5.18 | 4.58 | 4.18 | 1.38 | 1.18 | 9.18 | 7.38 | 6.58 | | 2.33 | 3.5 | **OAKLAND PIER** | |
| I P | | | | | 8.04PM | 7.04PM | 5.47PM | | | 5.24PM | 5.04PM | 4.24PM | 1.43PM | 1.30PM | 9.24AM | 7.44AM | 7.05AM | | 2.45AM | 3.5 | DNR **OAKLAND PIER**<br>1.4 | Double Track |
| Term. Yard WFITYO | 9.55AM | 4.05AM | | | | | | | | | | | | | | | | 4.00AM | | 4.9 | Cedar St. Crossing.<br>DNR **WEST OAKLAND**<br>W. P. Crossing (Chestnut Street)<br>1.8 | |
| I P | | | | | s 8.12 | s 7.11 | s 5.55 | | | s 5.31 | s 5.11 | s 4.32 | s 1.50 | s 1.38 | s 9.32 | s 7.52 | s 7.13 | s 4.04 | s 2.52 | 6.7 | OAKLAND (First St.)<br>Webster St. Crossing.<br>1.6 | |
| P | | | | | | | f | | | | f | | f | | | | f | s | s | 8.3 | EAST OAKLAND<br>0.7 | |
| | | | | | | | | | | | | | | | | | | | | 9.0 | 23RD AVENUE.<br>0.7 | |
| I P | | | | | s 8.19 | s 7.18 | s 6.02 | | | 5.38 | s 5.18 | s 4.39 | s 1.57 | s 1.45 | s 9.40 | s 7.59 | s 7.25 | s 4.12 | s 3.00 | 9.7 | FRUITVALE<br>0.6 | |
| | | | | | | | | | | | | | | f | | | | | | 10.3 | SATHER<br>1.3 | |
| 12 Spur | | | | | | | | | | | | | | | | | | | | 11.6 | KOHLER<br>0.4 | |
| 12 Spur | | | | | | | | | | | | | | | | | | | | 12.0 | FITCHBURG<br>1.4 | |
| 63 P | 10.25 | 4.35 | | | f 8.27 | f 7.26 | f 6.10 | | | 5.45 | f 5.25 | 4.47 | f **2.04** | **1.58** | f 9.47 | 8.07 | f **7.34** | f 4.19 | s 3.08 | 13.4 | DNR **ELMHURST**<br>1.4 | |
| 45 W | 10.35 | 4.40 | | | s 8.31 | s **7.29** | s **6.14** | | | | s 5.29 | | s 2.08 | f 2.01 | s 9.51 | | s 7.38 | f 4.22 | s 3.11 | 14.8 | D **SAN LEANDRO**<br>0.7 | Automatic Block |
| 22 Spur | | | | | f | f | f | | | | f | | f | | | | f | | | 15.5 | SOUTH SAN LEANDRO<br>1.0 | |
| 10 | | | | | f | f | f | | | | f | | f | | f | | f | | | 16.5 | ESTUDILLO<br>1.0 | |
| 45 | 10.55 | 4.50 | | | f 8.39 | s **7.34** | f 6.20 | | | | s 5.36 | **4.55** | s 2.15 | f 2.08 | s 9.58 | **8.18** | s 7.46 | f 4.27 | 3.15 | 17.5 | D LORENZO<br>0.6 | |
| | | | | | f | f | f | | | | f | | f | | | | f | | | 18.1 | CHERRY<br>2.0 | |
| 55 | **11.20**<br>**11.35** | 5.00 | | | s 8.46 | s 7.40 | s **6.30** | | | 5.55 | s 5.43 | | s 2.22 | s 2.15 | s 10.05 | | s 7.54 | s 4.31 | s 3.20 | 20.1 | D HAYWARD<br>1.5 | |
| | | | | | f | f | f | | | | | | | f | | | f | | | 21.6 | HARDER<br>2.4 | |
| 40 | 11.50AM | 5.10 | | | f **8.56** | 7.46 | f 6.37 | | | | f 5.50 | | 2.29 | 2.22 | 10.12 | | f **8.02** | 4.36 | 3.26 | 2.40 | HALVERN<br>2.5 | |
| 43 | 12.35PM | 5.20 | | | s 9.02 | s 7.51 | s 6.43 | | | | s 5.56 | | s 2.36 | f 2.30 | s 10.18 | | s 8.07 | f 4.40 | 3.31 | 26.5 | D DECOTO<br>1.1 | |
| 47 Spur | | | | | | | | | | | | | | | | | f | | | 27.6 | PABRICO<br>1.6 | |
| Yard WYO P | 12.45PM | **5.30**<br>**6.00** | 1.25AM | 9.35PM | s 9.09 | s **7.58PM** | s 6.49 | | s **6.17PM** | s **6.12** | s **6.05PM** | s 5.15 | s **2.43PM** | s **2.37PM** | **10.25**<br>s **10.30** | s 8.40 | s 8.15AM | s 4.45AM | s 3.36 | 29.2 | DNR **NILES**<br>1.8 | |
| 12 Spur | | | | | | | | | f | | | | | | | | | | | 31.0 | ALSTON<br>0.7 | |
| 38 P | | 6.15 | 1.35 | 9.42 | f 9.14 | | f 6.54 | | f 6.23 | 6.17 | | 5.21 | | | f 10.36 | **8.50** | | | 3.41 | 31.7 | FARWELL<br>1.8 | |
| | | | | | f | | f | | f | | | | | | | | | | | 33.5 | BRIGHTSIDE<br>2.1 | |
| 83 | | **6.42** | 1.50 | 9.55 | s 9.23 | | s 7.03 | | s 6.35 | 6.26 | | s 5.30 | | | s 10.46 | **8.59** | | | 3.50 | 35.6 | D SUNOL<br>1.6 | |
| | | | | | f | | f | | f | | | | | | f | | | | | 37.2 | BONITA<br>1.2 | |
| 2 Spur | | | | | f | | f | | f | | | | | | f | | | | | 38.4 | VERONA<br>2.5 | |
| 90 P | | **7.15** | 2.10 | 10.10 | s 9.35 | | s 7.13 | | s 6.45 | 6.35 | | s **5.47** | | | s 10.58 | s 9.11 | | | 4.00 | 40.9 | D PLEASANTON<br>1.1 | |
| I Y P | | | | | f 9.37 | | f 7.15 | **6.57PM** | **6.47** | | | | | | | | | | | 42.0 | **RADUM**<br>0.4 | |
| 60 | | | | | | | | f | | | | | | | | | | | | 42.4 | REMILLARD<br>0.6 | |
| 47 | | 7.30 | 2.17 | 10.16 | 9.39 | | 7.17 | f 6.59 | f 6.49 | | | 5.51 | | | f 11.02 | f 9.15 | | | 4.04 | 43.0 | ELIOT<br>3.9 | |
| 100 WT P | | **8.00**<br>**9.30** | 2.35 | **10.30** | s 9.48 | | s 7.25 | s **7.07PM** | s **6.57PM** | 6.44 | | s 5.58 | | | s 11.12 | s **9.22** | | | s 4.11 | 46.9 | DNR **LIVERMORE**<br>1.5 | |
| 36 Spur | | | | | f | | f | | | | | | | | f | | | | | 48.4 | TREVARNO<br>2.1 | |
| 84 P | | 9.50 | 2.55 | 10.45 | **9.55** | | 7.32 | | | | | 6.06 | | | f 11.20 | 9.30 | | | 4.18 | 50.5 | ULMAR<br>4.5 | |
| 88 T P | | 10.15 | 3.25 | 11.05 | f 10.04 | | f 7.41 | | | 6.56 | | 6.17 | | | s 11.31 | 9.40 | | | **4.27** | 55.0 | DN ALTAMONT<br>4.5 | |
| 33 P | | 10.45 | **3.45** | 11.20 | f 10.15 | | f **7.54** | | | | | 6.26 | | | f 11.42 | 9.49 | | | 4.36 | 59.5 | CAYLEY<br>3.5 | |
| 82 P | | 11.05 | 4.05 | 11.35PM | f 10.22 | | f 8.02 | | | 7.11 | | 6.33 | | | s 11.50AM | 9.56 | | | 4.44 | 63.0 | MIDWAY<br>5.7 | |
| 33 | | | | | | | | | | | | | | | | | | | | 68.7 | MEDAL<br>2.1 | |
| WFTYO Term. Yard P | | 11.45AM | 4.45AM | 12.05AM | s 10.40PM | | s 8.20PM | | | s **7.24PM** | | s **6.47PM** | | | ¶ 12.05PM | s 10.10AM | | | s 5.00AM | 70.8 | DNR **TRACY** | |
| | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY | Arrive Daily | Arrive Daily EX. MONDAY | ARRIVE SUNDAY ONLY | Arrive Daily | Arrive Daily EX. SUNDAY | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (67.3) | |
| | (2.50)<br>9.40 | (7 40)<br>11.63 | (3.20)<br>12.48 | (2.30)<br>16.64 | (2.36)<br>25.24 | (0.54)<br>28.55 | (2.33)<br>26.39 | (0.10)<br>29.40 | (0.40)<br>26.55 | (2.00)<br>33.65 | (1.01)<br>25.27 | (2.23)<br>28.23 | (1.00)<br>25.70 | (1.07)<br>23.01 | (2.41)<br>25.08 | (2.26)<br>27.65 | (1.10)<br>22.02 | (0.45)<br>32.40 | (2.15)<br>29.91 | | ..........Time over District<br>..........Average speed per hour | |

On single track westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

See Pages 14 and 15 for additional trains between Oakland Pier, West Oakland and Elmhurst.

ADDITIONAL STOPS—No. 90 Cherryland at M. P. 19 on signal.
No. 80 Pleasanton and Livermore on signal to receive passengers for Stockton.

# TOWARD SAN FRANCISCO.

Westward.

| | Time Table No. 160<br>June 15, 1915 | Distance from Tracy | FIRST CLASS | | | | | | | | | SECOND CLASS | THIRD CLASS | | FOURTH CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 89 | 93 | 91 | 79 | 181 | 31 | 97 | 37 | 51 | 141 | 253 | 279 | 277 |
| | | | San Jose Passenger | Livermore Passenger | San Jose Passenger | Stockton Flyer | Stockton Passenger | Stockton and Sacramento Express | San Jose Passenger | Sacramento Passenger | Fresno Passenger | Livermore & San Ramon Passenger | Ogden Manifest | San Jose Way Freight | Tracy Way Freight |
| | **STATIONS** | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily **EX. SUNDAY** | Arrive Daily **EX. SUNDAY** |
| Oakland Ferry | DN **SAN FRANCISCO**<br>3.5 | 70.8 | 7.10AM | 8.30AM | 9.30AM | 10.10AM | 2.50PM | 4.30PM | 6.10PM | 7.30PM | ★10.00PM | | 3.00AM | | |
| | **OAKLAND PIER** | 67.3 | 6.52 | 8.12 | 9.12 | 9.52 | 2.32 | 4.12 | 5.52 | 7.12 | 9.42 | | | | |
| Automatic Block<br>Double Track | DNR **OAKLAND PIER**<br>1.4<br>Cedar St. Crossing | 67.3 | s 6.42AM | s 8.02AM | s 9.02AM | s 9.43AM | s 2.22PM | s 4.02PM | s 5.42PM | s 7.02PM | s 9.37PM | | | | |
| | DNR **WEST OAKLAND**<br>W. P. Crossing (Chestnut St.)<br>1.8 | 65.9 | | | | | | | | | | | | 10.35PM | 1.00PM |
| | OAKLAND (First St.)<br>Webster St. Crossing<br>1.6 | 64.1 | s 6.35 | s 7.51 | s 8.51 | s 9.35 | s 2.12 | s 3.50 | s 5.28 | s 6.55 | s 9.29 | | | | |
| | EAST OAKLAND<br>0.7 | 62.5 | f | | | | | | | | | | | | |
| | 23RD AVENUE<br>0.7 | 61.8 | | | | | | | | | | | | | |
| | FRUITVALE<br>0.6 | 61.1 | s 6.28 | s 7.43 | s 8.35 | 9.26 | s 2.05 | s 3.38 | s 5.18 | s 6.46 | s 9.22 | | | | |
| | SATHER<br>1.3 | 60.5 | | | | | | | | | | | | | |
| | KOHLER<br>0.4 | 59.2 | | | | | | | | | | | | | |
| | FITCHBURG<br>1.4 | 58.8 | | | | | | | | | | | | | |
| | DNR **ELMHURST**<br>1.4 | 57.4 | f 6.20 | **7.34** | 8.28 | 9.18 | **1.58** | f 3.29 | f 5.08 | 6.40 | 9.14 | | | 10.05 | 12.25 |
| | D SAN LEANDRO<br>0.7 | 56.0 | s 6.16 | s 7.30 | s 8.25 | | f 1.55 | s 3.24 | s 5.03 | 6.38 | 9.11 | | | 9.50 | 12.15PM |
| | SOUTH SAN LEANDRO<br>1.0 | 55.3 | f | f | | | | | f | | | | | | |
| | ESTUDILLO<br>1.0 | 54.3 | f | f | | | | | f | | | | | | |
| | D LORENZO<br>0.6 | 53.3 | s 6.09 | s 7.23 | s **8.18** | | 1.50 | s 3.17 | s **4.55** | 6.34 | **9.06** | | | **9.06** | 11.55AM |
| | CHERRY<br>2.0 | 52.7 | f | f | | | | | f | | | | | | |
| | D HAYWARD<br>1.5 | 50.7 | s 6.02 | s 7.16 | s 8.11 | 9.09 | f **1.46** | s 3.11 | s 4.45 | **6.30** | 9.02 | | | 8.40 | **11.35**<br>**11.20** |
| | HARDER<br>2.4 | 49.2 | f | f | f | | | | f | | | | | | |
| | HALVERN<br>2.5 | 46.8 | f 5.55 | f 7.08 | f **8.02** | | 1.40 | 3.03 | f 4.33 | **6.24** | **8.56** | | | 8.20 | 11.00 |
| | D DECOTO<br>1.1 | 44.3 | f 5.50 | s 7.03 | s 7.54 | | f 1.35 | s 2.57 | s 4.28 | 6.20 | | | | 8.10 | 10.45 |
| | PABRICO<br>1.6 | 43.2 | | | | | | | f | | | | | | |
| | DNR **NILES**<br>1.8 | 41.6 | **5.45AM** | s 6.58 | **7.48AM** | s 8.57 | s 1.30 | s **2.50**<br>**2.43** | 4.23PM | s **6.15**<br>**6.10** | s 8.49 | | 11.55PM | **8.00PM** | **10.30**<br>**9.40** |
| | ALSTON<br>0.7 | 39.8 | | | | | | | | | | | | | |
| | FARWELL<br>1.8 | 39.1 | | f 6.51 | | **8.50** | 1.25 | f 2.37 | | 6.05 | 8.44 | | 11.45 | | 9.25 |
| | BRIGHTSIDE<br>2.1 | 37.3 | | f | | | | | | | | | | | |
| | D SUNOL<br>1.6 | 35.2 | | s **6.42** | | **8.40** | f 1.16 | s 2.28 | | s 5.56 | 8.35 | | 11.25 | | **9.00**<br>**8.30** |
| | BONITA<br>1.2 | 33.6 | | f | | | | f | | f | | | | | |
| | VERONA<br>2.5 | 32.4 | | f | | | | f | | f | | | | | |
| | D PLEASANTON<br>1.1 | 29.9 | | s 6.33 | | s 8.32 | s 1.08 | s 2.18 | | s **5.47** | 8.26 | | 10.55 | | **7.15** |
| | **RADUM**<br>0.4 | 28.8 | | | | | | | | | | s 5.54AM | | | |
| | REMILLARD<br>0.6 | 28.4 | | | | | | | | | | | | | |
| | ELIOT<br>3.9 | 27.8 | | f 6.26 | | | | f 2.11 | | 5.38 | | f 5.52 | 10.45 | | 6.55 |
| | DNR **LIVERMORE**<br>1.5 | 23.9 | | **6.20AM** | | s **8.22** | s 12.58 | s 2.05 | | s 5.30 | s 8.16 | **5.45AM** | **10.30** | | **6.30**<br>**5.00** |
| | TREVARNO<br>2.1 | 22.4 | | | | | | f | | | | | | | |
| | ULMAR<br>4.5 | 20.3 | | | | | | f 1.57 | | 5.21 | | | **9.55** | | 4.45 |
| | DN ALTAMONT<br>4.5 | 15.8 | | | | 8.09 | 12.45 | s 1.49 | | f 5.13 | 8.03 | | 9.37 | | **4.27** |
| | CAYLEY<br>3.5 | 11.3 | | | | | 12.36 | f 1.37 | | 5.04 | **7.54** | | 9.20 | | **3.45** |
| | MIDWAY<br>5.7 | 7.8 | | | | 7.55 | 12.30 | f 1.29 | | 4.57 | 7.47 | | 9.05 | | 3.30 |
| | MEDAL<br>2.1 | 2.1 | | | | | 12.21 | | | | 7.38 | | | | |
| | DNR **TRACY** | 0.0 | | | | 7.43AM | 12.18PM | 1.15PM | | **4.41PM** | **7.35PM** | | 8.45PM | | 3.00AM |
| | (67.3) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily **EX. SUNDAY** | Leave Daily **EX. SUNDAY** |
| | Time over District<br>Average speed per hour | | (0.57)<br>27.05 | (1.42)<br>25.53 | (1.14)<br>20.83 | (2.00)<br>33.65 | (2.04)<br>32.56 | (2.47)<br>24.17 | (1.19)<br>19.51 | (2.21)<br>28.63 | (2.02)<br>33.09 | (0.09)<br>32.89 | (3.10)<br>13.13 | (2.35)<br>9.40 | (10.00)<br>9.52 |

**On single track westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)**

**See pages 14 and 15 for additional trains between Oakland Pier, West Oakland and Elmhurst.**

**ADDITIONAL STOP:—No. 37; any station west of Niles to discharge passengers from any station east of Niles.**

**★No. 51: San Francisco 10.10 p. m. on Saturday and Sunday.**

| Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | THIRD CLASS | FIRST CLASS | | | | | | Distance from San Francisco | Time Table No. 160<br>June 15, 1915 | Distance from San Jose | FIRST CLASS | | | | | SECOND CLASS | | FOURTH CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 802 | 18 | 506 | 510 | 558 | 502 | 508 | | | | 17 | 505 | 187 | 501 | 557 | 513 | 515 | 801 |
| | Way Freight | Seashore Express | San Jose Passenger | Milk Train | San Jose Passenger | Santa Cruz Passenger | Milk Train | | | | Seashore Express | San Jose Passenger | Niles Passenger | Santa Cruz Passenger | San Jose Passenger | Milk Train | Milk Train | Way Freight |
| | Leave Daily EX. SUNDAY | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily EX. SUNDAY |
| | | 9.00PM | 5.00PM | | 1.40PM | 8.00AM | | 0.0 | DN **SAN FRANCISCO**<br>3.5 (Oakland Ferry) | 47.4 | 10.10AM | 11.10AM | | 5.50PM | ★10.00PM | 9.10AM | | |
| | | 9.18 | 5.18 | | 1.58 | 8.18 | | 3.5 | **OAKLAND PIER** | 43.9 | 9.52 | 10.52 | | 5.32 | 9.42 | 8.52 | | |
| I P | | 9.30PM | 5.28PM | | 2.04PM | 8.24AM | | 3.5 | DNR **OAKLAND PIER** (Automatic Block; Double Track)<br>1.4<br>Cedar St. Crossing | 43.9 | s 9.42AM | s 10.42AM | | s 5.22PM | s 9.32PM | s 8.45AM | s 7.15PM | |
| Term. Yard WFITYO | 9.45AM | | | | | | | 4.9 | DNR **WEST OAKLAND**<br>W. P. Crossing, Chestnut St.<br>1.8 | 42.5 | | | | | | | | 7.45PM |
| I P | | s 9.40 | s 5.40 | | s 2.12 | s 8.31 | | 6.7 | OAKLAND (First St.)<br>Webster St. Crossing<br>1.6 | 40.7 | s 9.32 | s 10.30 | | s 5.10 | s 9.24 | s 8.35 | s 7.05 | |
| P | | | f | | f | f | | 8.3 | EAST OAKLAND<br>0.7 | 39.1 | | | | | | | | |
| | | | | | | | | 9.0 | 23RD AVENUE<br>0.7 | 38.4 | | | | | | | | |
| I P | | s 9.50 | s 5.49 | | s 2.18 | s 8.37 | | 9.7 | FRUITVALE<br>0.6 | 37.7 | s 9.23 | s 10.17 | | s 5.00 | s 9.17 | s 8.18 | s 6.52 | |
| | | | | | | | | 10.3 | SATHER<br>1.3 | 37.1 | | | | | | | | |
| 12 Spur | | | | | | | | 11.6 | KOHLER<br>0.4 | 35.8 | | | | | | | | |
| 12 Spur | | | | | | | | 12.0 | FITCHBURG<br>1.4 | 35.4 | | | | | | | | |
| 63 P | **10.15** | 10.00 | f 5.58 | | f 2.28 | s 8.45 | | 13.4 | DNR **ELMHURST**<br>2.1 | 34.0 | 9.16 | f **10.10** | | f **4.53** | f 9.11 | s **8.10** | s 6.43 | **7.15** |
| 17 | | | f | | f | f | | 15.5 | MULFORD<br>2.3 | 31.9 | | f | | f | f | f | f | |
| 5 | | | f | | f | f | | 17.8 | ROBERT<br>2.3 | 29.6 | | f | | f | f | f | f | |
| 64 | 10.40 | f 10.15 | f **6.15** | | f 2.41 | f **9.05** | | 20.1 | RUSSELL<br>1.5 | 27.3 | **9.05** | f 9.57 | | f 4.39 | f 9.00 | f 7.54 | f **6.15** | 6.40 |
| 28 | 11.05 | f 10.20 | s 6.18 | | f 2.44 | s 9.08 | | 21.6 | MOUNT EDEN<br>1.4 | 25.8 | 9.00 | s 9.54 | | s 4.36 | f 8.57 | f 7.50 | f 6.07 | 6.35 |
| 9 Spur | | | f | | f | f | | 23.0 | ARFFS<br>2.3 | 24.4 | | f | | f | f | f | f | |
| 12 | 11.45AM | f 10.27 | s **6.24** | | s 2.50 | s 9.15 | | 25.3 | D ALVARADO<br>0.9 | 22.1 | 8.51 | s 9.47 | | s 4.30 | s 8.50 | f 7.42 | f 5.58 | **6.24** |
| | | | f | | | f | | 26.2 | HALL<br>2.2 | 21.2 | | f | | f | | f | f | |
| 16 | 12.01PM | 10.34 | f 6.28 | | f 2.57 | f 9.22 | | 28.4 | ARDEN<br>2.2 | 19.0 | 8.43 | f 9.40 | | f 4.24 | f 8.44 | f | s | 6.00 |
| Yard WYP | 12.30 | f 10.40 | s 6.33 | s 3.14PM | s 3.03 | s **9.35** | s 5.05AM | 30.6 | Auto. Block DNR **NEWARK**<br>2.2 | 16.8 | s 8.38 | s **9.35** | s 9.53AM | s **4.20** | s 8.40 | s 7.15AM | s 5.30PM | 5.50 |
| 11 | | | f 6.37 | f 3.19 | f 3.07 | f 9.40 | f 5.10 | 32.8 | MOWRY<br>1.3 | 14.6 | 8.31 | f 9.28 | f 9.47 | f 4.15 | f 8.35 | | | |
| 97 | 12.45 | 10.48 | f 6.40 | 3.22 | f 3.10 | f **9.45** | 5.15 | 34.1 | ALBRAE<br>1.4 | 13.3 | 8.28 | f 9.25 | f **9.45** | f 4.13 | f 8.32 | | | 5.35 |
| | | | f | | f | f | | 35.5 | MALLARD<br>1.0 | 11.9 | | f | f | f | f | | | |
| 9 | | | f | f | f | f | f | 36.5 | DRAWBRIDGE<br>2.6 | 10.9 | | f | f | f | f | | | |
| 20 | 1.00 | f 11.00 | s 6.50 | f 3.32 | s 3.20 | s 9.55 | f 5.28 | 39.1 | ALVISO<br>2.6 | 8.3 | s 8.17 | s 9.15 | s 9.35 | s 4.03 | s 8.23 | | | 5.15 |
| 65 | 1.35 | f 11.06 | s 6.57 | f 3.38 | s 3.27 | s 10.02 | f 5.33 | 41.7 | D AGNEW<br>3.1 | 5.7 | s 8.12 | s 9.07 | s 9.28 | s 3.57 | s 8.16 | | | 5.00 |
| | 2.05 | 11.15 | s 7.05 | s **3.50** | s 3.35 | s 10.10 | s 5.43 | 44.8 | D SANTA CLARA<br>1.4 | 2.6 | 8.05 | s 9.00 | s 9.20 | s **3.50** | s 8.10 | | | 4.45 |
| I | 2.10PM | 11.20PM | f 7.10PM | f 3.55PM | f **3.42**PM | f 10.15AM | s 5.50AM | 46.2 | Auto. Block R **COLLEGE PARK** | 1.2 | f 8.00AM | s 8.55AM | s 9.15AM | f **3.42**PM | f 8.05PM | | | 4.35PM |
| | | | | | | | | | Trains between College Park, San Jose and West San Jose governed by Coast Division Time Table. | | | | | | | | | |
| Term. Yard I | 2.20PM | 11.25PM | 7.15PM | 4.00PM | 3.45PM | | 5.55AM | 47.4 | DNR **SAN JOSE** | 0.0 | 7.55AM | 8.50AM | 9.10AM | | 8.00PM | | | 4.30PM |
| | | | | | | 10.20AM | | | D **WEST SAN JOSE** | | | | | 3.35PM | | | | |
| | Arrive Daily EX. SUNDAY | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily EX. SUNDAY |
| | (4.25)<br>9.35 | (1.50)<br>23.29 | (1.42)<br>25.11 | (0.41)<br>22.83 | (1.40)<br>26.34 | (1.51)<br>23.08 | (0.45)<br>20.80 | | Time over District<br>Average speed per hour | | (1.42)<br>25.11 | (1.47)<br>23.94 | (0.38)<br>24.63 | (1.40)<br>26.34 | (1.27)<br>29.44 | (1.30)<br>18.06 | (1.45)<br>15.47 | (3.10)<br>13.04 |

★No. 557—San Francisco 10.10 p.m. on Saturday and Sunday.

**On single track westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)**

ADDITIONAL STOPS.
- Nos. 501 and 557—East Oakland to discharge passengers.
- No.18—Any station to receive passengers for El Paso or points east thereof.

**See pages 12, 13 and 15 for additional trains between Oakland Pier, West Oakland and Elmhurst.**

**Passenger Trains moving from Centerville Branch to College Park via Newark will use east leg of Wye at Newark and back up to station, complying with Rule 99.**

**Passenger Trains moving from College Park to Centerville Branch via Newark will use east leg of Wye at Newark and back up to station on west leg of Wye, complying with Rule 99.**

Eastward

# OAKLAND PIER AND STONEHURST

Westward

| Location of Telephone and Interlocking Towers | FIRST CLASS | | | | | | | | | Distance from San Francisco | | Time Table No. 160<br>June 15, 1915 | | Distance from Stonehurst | SECOND CLASS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 3066 | 3064 | 3062 | 3060 | 3058 | 3056 | 3054 | 3052 | 3050 | | | | | | 3049 | 3051 | 3053 | 3055 | 3057 | 3059 | 3061 | 3063 | 3065 |
| | Stonehurst Passenger | Stonehurst Passenger | Stonehurst Passenger | Stonehurst Passenger | Stonehurst Passenger | Stonehurst Passenger | Stonehurst Passenger | Stonehurst Passenger | Stonehurst Passenger | | | | | | Stonehurst Passenger | Stonehurst Passenger | Stonehurst Passenger | Stonehurst Passenger | Stonehurst Passenger | Stonehurst Passenger | Stonehurst Passenger | Stonehurst Passenger | Stonehurst Passenger |
| | Leave SUNDAY ONLY | Leave SUNDAY ONLY | Leave SUNDAY ONLY | Leave SUNDAY ONLY | Leave SUNDAY ONLY | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | | | STATIONS | | | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive SUNDAY ONLY | Arrive SUNDAY ONLY | Arrive SUNDAY ONLY | Arrive SUNDAY ONLY | Arrive Daily |
| | 3.00PM | 2.00PM | 1.20PM | 10.00AM | 9.00AM | 7.20AM | 6.40AM | 6.00AM | | 0.0 | | DN **SAN FRANCISCO**<br>3.5 | Oakland Ferry | 14.3 | 7.10AM | 8.10AM | 8.50AM | 9.30AM | 11.10AM | 12.10PM | 3.10PM | 4.10PM | 5.30PM |
| | | | | | | | | | | 3.5 | | **OAKLAND PIER** | | 10.8 | | | | | | | | | |
| I P | | | 1.47PM | | | | | | | 3.5 | | DNR **OAKLAND PIER**<br>1.4<br>Cedar St. Crossing. | | 10.8 | | | | s 9.05AM | | s 11.39AM | | | |
| Term Yard WFITYO | | | | | | | | | | 4.9 | | DNR **WEST OAKLAND**<br>W. P. Crossing (Chestnut Street)<br>1.8 | | 9.4 | | | | | | | | | |
| I P | | | s 1.54 | | | | | | | 6.7 | | OAKLAND (First St.)<br>Webster St. Crossing.<br>1.6 | | 7.6 | | | | s 8.54 | | s 11.29 | | | |
| P | | | s 1.59 | | 9.45AM | | | | 5.48AM | 8.3 | | EAST OAKLAND<br>0.7 | | 6.0 | | | | s 8.46 | | s 11.25 | | | |
| | | | s | | s | | | | s | 9.0 | Automatic Block | 23RD AVENUE.<br>0.7 | Double Track | 5.3 | | | | s | | s | | | |
| I P | 3.42PM | 2.42PM | s 2.04 | 10.42AM | s 9.49 | 8.05AM | 7.28AM | 6.42AM | s 5.54 | 9.7 | | FRUITVALE<br>0.6 | | 4.6 | s 6.22AM | s 7.22AM | s 8.02AM | s 8.41 | s 10.22AM | s 11.21 | s 2.35PM | s 3.22PM | s 4.40PM |
| | | | | | | | | | | 10.3 | | SATHER<br>1.3 | | 4.0 | | | s | | | | | | |
| 12 Spur | f | f | f | f | f | f | f | f | f | 11.6 | | KOHLER<br>0.4 | | 2.7 | f | f | f | f | f | f | f | f | f |
| 12 Spur | f | f | f | f | f | f | f | f | f | 12.0 | | FITCHBURG<br>1.4 | | 2.3 | f | f | f | f | f | f | f | f | f |
| 63 P | s 3.51 | s 2.51 | s 2.12 | s 10.51 | s 9.57 | s 8.13 | s 7.36 | s 6.50 | s 6.02 | 13.4 | | DN **ELMHURST**<br>0.9<br>W. P. Crossing. | | 0.9 | s 6.13 | s 7.13 | s 7.53 | s 8.33 | s 10.13 | s 11.13 | s 2.28 | s 3.13 | s 4.33 |
| W | s 3.55PM | s 2.55PM | s 2.18PM | s 10.55AM | s 10.00AM | s 8.17AM | s 7.39AM | s 6.55AM | s 6.05AM | 14.3 | | **STONEHURST** | | 0.0 | 6.10AM | 7.10AM | 7.50AM | 8.30AM | 10.10AM | 11.10AM | 2.25PM | 3.10PM | 4.30PM |
| | Arrive SUNDAY ONLY | Arrive SUNDAY ONLY | Arrive SUNDAY ONLY | Arrive SUNDAY ONLY | Arrive SUNDAY ONLY | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | | | | | | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave SUNDAY ONLY | Leave SUNDAY ONLY | Leave SUNDAY ONLY | Leave SUNDAY ONLY | Leave Daily |

Eastward

Westward

| Location of Telephone and Interlocking Towers | FIRST CLASS | | | | | Distance from San Francisco | | Time Table No. 160<br>June 15, 1915 | | Distance from Stonehurst | SECOND CLASS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 3076 | 3074 | 3072 | 3070 | 3068 | | | | | | 3067 | 3069 | 3071 | 3073 | 3075 |
| | Stonehurst Passenger | Stonehurst Passenger | Stonehurst Passenger | Stonehurst Passenger | Stonehurst Passenger | | | | | | Stonehurst Passenger | Stonehurst Passenger | Stonehurst Passenger | Stonehurst Passenger | Stonehurst Passenger |
| | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | | | STATIONS | | | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive SUNDAY ONLY | Arrive Daily Ex. Sunday |
| | 6.20PM | 5.40PM | 5.00PM | 4.00PM | 3.20PM | 0.0 | | DN **SAN FRANCISCO**<br>3.5 | Oakland Ferry | 14.3 | 6.10PM | 6.50PM | 7.50PM | | |
| | | | | | | 3.5 | | **OAKLAND PIER** | | 10.8 | | | | | |
| I P | | | | | 3.38PM | 3.5 | | DNR **OAKLAND PIER**<br>1.4<br>Cedar St. Crossing. | | 10.8 | | | | | |
| Term Yard WFITYO | | | | | | 4.9 | | DNR **WEST OAKLAND**<br>W. P. Crossing (Chestnut St.)<br>1.8 | | 9.4 | | | | | |
| I P | | | | | s 3.47 | 6.7 | | OAKLAND (First St.)<br>Webster St. Crossing<br>1.6 | | 7.6 | | | | | |
| P | | | | | s 3.52 | 8.3 | | EAST OAKLAND<br>0.7 | | 6.0 | | | | s 7.00PM | s 7.33PM |
| | | | | | s | 9.0 | Automatic Block | 23RD AVENUE<br>0.7 | Double Track | 5.3 | | | | s | s |
| I P | 7.02PM | 6.22PM | 5.43PM | 4.45PM | s 3.58 | 9.7 | | FRUITVALE<br>0.6 | | 4.6 | s 5.20PM | s 6.15PM | s 6.57PM | s 6.55 | s 7.30 |
| | | | | | | 10.3 | | SATHER<br>1.3 | | 4.0 | | | | | |
| 12 Spur | f | f | f | f | f | 11.6 | | KOHLER<br>0.4 | | 2.7 | f | f | f | f | f |
| 12 Spur | f | f | f | f | f | 12.0 | | FITCHBURG<br>1.4 | | 2.3 | f | f | f | f | f |
| 63 P | s 7.10 | s 6.30 | s 5.51 | s 4.55 | s 4.06 | 13.4 | | DN **ELMHURST**<br>0.9<br>W. P. Crossing. | | 0.9 | s 5.10 | s 6.08 | s 6.48 | s 6.48 | s 7.22 |
| W | s 7.14PM | s 6.34PM | s 5.56PM | s 4.59PM | s 4.10PM | 14.3 | | **STONEHURST** | | 0.0 | 5.05PM | 6.05PM | 6.45PM | 6.45PM | 7.18PM |
| | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | | | | | | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave SUNDAY ONLY | Leave Daily Ex. Sunday |

On single track Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

See pages 12, 13 and 14 for additional trains between Oakland Pier, West Oakland and Elmhurst.

ADDITIONAL STOPS.—All trains Seminary Ave. on signal.

## Eastward FROM SAN FRANCISCO — Dumbarton and Centerville Branch — TOWARD SAN FRANCISCO Westward.

| Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | SECOND CLASS | | | FIRST CLASS | Distance from San Francisco | Time Table No. 160<br>June 15, 1915 | Distance from Niles | FIRST CLASS | | SECOND CLASS | | | THIRD CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 254 | 242 | 512 | 188 | | | | 507 | 509 | 513 | 503 | 515 | 253 |
| | Ogden and Portland Manifest Freight | Fresno Merchandise Freight | Redwood Mixed | Niles Passenger | | | | Milk Train | Milk Train | Milk Train | Redwood Mixed | Milk Train | Ogden Manifest Freight |
| | Leave Daily | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY | Leave Daily | | **STATIONS** | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily EX. SUNDAY | Arrive Daily | Arrive Daily |
| | 10.05PM | 6.50PM | | | 0.0 | DN **SAN FRANCISCO**<br>25.4 | 42.9 | | | | | | 3.00AM |
| Y | 12.15AM | 8.25PM | 3.20PM | | 25.4 | DNR **REDWOOD CITY**<br>1.0 | 17.5 | | | | s 3.05PM | | 1.20AM |
| 57 | | | | | 26.4 | BESTOS<br>1.6 | 16.5 | | | | | | |
| 11 Spur | | | f 3.30 | | 28.0 | SWEENY<br>1.2 | 14.9 | | | | f 2.50 | | |
| 63 | 12.27 | 8.37 | f 3.35 | | 29.2 | HENDERSON<br>1.7 | 13.7 | | | | f 2.45 | | 1.00 |
| 80 Spur | | | | | 30.9 | RAVENSWOOD<br>3.0 | 12.0 | | | | | | |
| 62 | **12.45** | 8.50 | f 3.50 | | 33.9 | DUMBARTON<br>3.3 | 9.0 | | | | f 2.25 | | **12.45** |
| Yard WY**P** | 1.00 | 9.10 | s **4.20** | s 9.56AM | 37.2 | Auto. Block } DNR **NEWARK**<br>1.8 | 5.7 | s 5.05AM | s 3.12PM | s 7.11AM | s 2.05 | s 5.27PM | 12.25 |
| | | | | f | 39.0 | MATTOS<br>1.1 | 3.9 | f | f | f | | f | |
| 45 **P** | 1.10 | 9.20 | s 4.32 | s 10.02 | 40.1 | CENTERVILLE<br>2.3 | 2.8 | f 4.55 | s 3.05 | s 7.05 | s 1.50 | s 5.22 | 12.10 |
| I Y | | | | | 42.4 | W. P. Crossing<br>0.5 | 0.5 | | | | | | |
| Yard WIYO**P** | 1.25AM | 9.35PM | s 4.45PM | s 10.13AM | 42.9 | DNR **NILES**<br>(17.5) | 0.0 | 4.45AM | 2.55PM | 6.58AM | 1.40PM | 5.15PM | 12.01AM |
| | Arrive Daily | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY | Arrive Daily | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily EX. SUNDAY | Leave Daily | Leave Daily |
| | (1.10) | (1.10) | (1.25) | (0.17) | | Time over District | | (0.20) | (0.17) | (0.13) | (1.25) | (0.12) | (1.19) |
| | 15.00 | 15.00 | 12.35 | 20.11 | | Average speed per hour | | 17.10 | 20.11 | 26.30 | 12.35 | 28.50 | 13.29 |

**Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).**

Trains between Redwood City and San Francisco be governed by Coast Division Time Table.

## Eastward FROM SAN FRANCISCO — San Jose Branch — TOWARD SAN FRANCISCO Westward.

| Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | THIRD CLASS | FIRST CLASS | | | | | | Distance from San Francisco | Time Table No. 160<br>June 15, 1915 | Distance from San Jose | FIRST CLASS | | | | | SECOND CLASS | | THIRD CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 280 | 98 | 96 | 92 | 94 | 188 | 90 | | | | 89 | 91 | 95 | 97 | 189 | 513 | 515 | 279 |
| | San Jose Way Freight | San Jose Passenger | San Jose Passenger | San Jose Passenger | San Jose Passenger | San Jose Passenger | San Jose Passenger | | | | San Jose Passenger | San Jose Passenger | Niles Passenger | San Jose Passenger | Livermore Passenger | Milk Train | Milk Train | San Jose Way Freight |
| | Leave Daily EX. SUNDAY | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | **STATIONS** | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily EX. SUNDAY |
| | | 6.40PM | 4.40PM | 1.20PM | | 9.00AM | 6.40AM | 0.0 | DN **SAN FRANCISCO**<br>29.2 | 46.7 | 7.10AM | 9.30AM | 2.50PM | 6.10PM | 7.30PM | | | |
| Yard WIYO**P** | **3.00PM** | 8.00PM | **6.15PM** | **2.50PM** | **1.35PM** | 10.30AM | 8.17AM | 29.2 | Automatic Block { DNR **NILES**<br>0.5 | 17.5 | s 5.45AM | s 7.45AM | s **1.25PM** | s 4.20PM | s **6.05PM** | s 6.55AM | s 5.05PM | 6.45PM |
| IY | | | | | | | | 29.7 | W. P. Crossing<br>0.9 | 17.0 | | | | | | | | |
| | | f | f | | | f | f | 30.6 | OVERACKER<br>2.1 | 16.1 | f | f | | | f | | | |
| 36 | 3.35 | s 8.07 | s **6.22** | s 2.57 | s 1.42 | s 10.37 | s 8.24 | 32.7 | IRVINGTON<br>3.6 | 14.0 | f 5.38 | s 7.37 | s 1.17 | s 4.12 | f 5.52 | f 6.45 | f 4.57 | **6.22** |
| 46 | 3.55<br>4.50 | s 8.14 | s 6.29 | s 3.04 | s 1.49 | s 10.44 | s 8.31 | 36.3 | D WARM SPRINGS<br>4.4 | 10.4 | f 5.32 | s 7.30 | s 1.10 | s **4.05** | f 5.45 | f 6.36 | f **4.50** | 6.05 |
| 46 | 5.10<br>5.37 | s 8.21 | s 6.36 | s 3.11 | s 1.56 | s 10.51 | s 8.38 | 40.7 | D MILPITAS<br>2.6 | 6.0 | f 5.25 | s 7.22 | s 1.02 | s 3.57 | f 5.37 | f 6.27 | f 4.40 | 5.47<br>5.25 |
| 43 | 5.45 | f 8.26 | f 6.41 | f 3.16 | f 2.01 | f 10.56 | f 8.43 | 43.3 | WAYNE<br>2.6 | 3.4 | f 5.21 | f 7.16 | f 12.56 | f 3.51 | f 5.30 | f 6.17 | f 4.17 | 5.00 |
| | | | | | | | | 45.9 | RURIC<br>0.8 | 0.8 | | | | | | | | |
| Term. Yard WFITO | 6.00PM | s 8.35PM | s 6.50PM | s 3.25PM | s 2.10PM | s 11.05AM | s 8.55AM | 46.7 | DNR **SAN JOSE**<br>(17.5) | 0.0 | 5.15AM | 7.10AM | 12.50PM | 3.45PM | 5.25PM | 6.05AM | 4.10PM | 4.30PM |
| | Arrive Daily EX. SUNDAY | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily EX. SUNDAY |
| | (3.00) | (0.35) | (0.35) | (0.35) | (0.35) | (0.35) | (0.38) | | Time over District | | (0.30) | (0.35) | (0.35) | (0.35) | (0.40) | (0.50) | (0.55) | (2.15) |
| | 10.71 | 30.00 | 30.00 | 30.00 | 30.00 | 30.00 | 27.63 | | Average speed per hour | | 35.00 | 30.00 | 30.00 | 30.00 | 26.25 | 21.00 | 19.09 | 9.29 |

**Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).**

| Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | FIRST CLASS | | Distance from San Francisco | Time Table No. 160<br>June 15, 1915 | | Distance from Radum | SECOND CLASS | |
|---|---|---|---|---|---|---|---|---|
| | **44**<br>Livermore and San Ramon Passenger | **42**<br>San Ramon Passenger | | | | | **141**<br>Livermore and San Ramon Passenger | **143**<br>San Ramon Passenger |
| | Leave Daily | Leave Daily | | | **STATIONS** | | Arrive Daily | Arrive Daily |
| | 4.00PM | 8.00AM | 0.0 | DN | **SAN FRANCISCO**<br>38.1 | 67.8 | 9.10AM | 6.30PM |
| 51 Y | 5.45PM | 9.45AM | 38.1 | DR | **AVON**<br>1.5 | 29.7 | s 7.05AM | s 4.05PM |
| 19 | | | 39.6 | | HAPRESS<br>1.4 | 28.2 | | |
| 4 Spur | | | 41.0 | | GALINDO<br>1.5 | 26.8 | | |
| 91 W | s 5.55 | s 9.56 | 42.5 | D | CONCORD<br>0.7 | 25.3 | s 6.53 | s 3.53 |
| 14 Spur | f | f | 43.2 | | NACIO<br>1.9 | 24.6 | f | f |
| 83 | f 6.03 | f 10.03 | 45.1 | | HOOKSTON<br>0.7 | 22.7 | f 6.44 | f 3.44 |
| Interchange Track | f 6.05 | s 10.05 | 45.8 | | LAS JUNTAS<br>O. and A. Crossing<br>1.5 | 22.0 | f 6.42 | f 3.42 |
| 8 Spur | | | 47.3 | | OXLEY<br>0.9 | 20.5 | | |
| 31 | s 6.11 | s 10.12 | 48.2 | D | WALNUT CREEK<br>2.4 | 19.6 | s 6.36 | s 3.35 |
| | f | f | 50.6 | | WIDBERO<br>2.0 | 17.2 | f | f |
| 19 | s 6.22 | f 10.23 | 52.6 | | ALAMO<br>2.2 | 15.2 | s 6.25 | f 3.23 |
| 66 | s 6.28 | s 10.30 | 54.8 | D | DANVILLE<br>1.6 | 13.0 | s 6.19 | s 3.17 |
| 16 | f | f | 56.4 | | OSAGE<br>1.4 | 11.4 | f | f |
| 71 T | s 6.36 | s 10.40AM | 57.8 | R | SAN RAMON<br>3.5 | 10.0 | s 6.13 | 3.10PM |
| 11 Spur | f | | 61.3 | | FOREST HOME<br>2.3 | 6.5 | f | |
| 71 | f 6.47 | | 63.6 | | DOUGHERTY<br>2.8 | 4.2 | s 6.03 | |
| 33 | f 6.52 | | 66.4 | | ASCO<br>1.4 | 1.4 | f 5.58 | |
| I Y P | s 6.57PM | | 67.8 | R | Western Pac. Crossing<br>**RADUM** | 0.0 | 5.54AM | |
| | Arrive Daily | Arrive Daily | | | (29.7) | | Leave Daily | Leave Daily |
| | (1.12) | (0.55) | | | Time over District | | (1.11) | (0.55) |
| | 24.75 | 21.48 | | | Average speed per hour | | 25.09 | 21.48 |

**Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)**

ADDITIONAL STOPS

All passenger trains Kreiling Crossing 2 miles east of Walnut Creek on signal.

## Eastward. FROM SAN FRANCISCO—Calistoga Branch.

| Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations | THIRD CLASS | SECOND CLASS | FIRST CLASS | | | | | | | | | Distance from San Francisco | | Time Table No. 160<br>June 15, 1915 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 262 | 170 | 70 | 64 | 162 | 156 | 68 | 62 | 154 | 168 | 152 | | | |
| | Calistoga Freight | Suisun Mixed | Santa Rosa Passenger | Calistoga Passenger | Napa Mixed | Buchli Mixed | Santa Rosa Passenger | Calistoga Passenger | Napa Mixed | Solano Local | Mixed | | | |
| | Leave Daily EX. SUNDAY | Leave Daily | Leave Daily | Leave Daily | Leave Daily EX. SUNDAY | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | STATIONS |
| | | | 4.00PM | 4.00PM | | | 8.00AM | 8.00AM | | | | 0.0 | DN | **SAN FRANCISCO**<br>30.0 |
| Yard WFT | | 3.25PM | 5.45PM | 5.35PM | | | 9.40AM | 9.30AM | | 7.45AM | | 30.0 | DR | **SOUTH VALLEJO**<br>1.1 |
| | | s 3.28 | s 5.47 | s 5.37 | | | s 9.42 | s 9.32 | | s 7.48 | | 31.1 | | NORTH VALLEJO<br>0.7 |
| | | f | | f | | | | f | | f | | 31.8 | | LOUISIANA ST.<br>0.5 |
| | | f | | f | | | | f | | f | | 32.3 | | ORPHANS HOME<br>2.1 |
| 28 | | f 3.38 | 5:54 | f 5.44 | | | 9.47 | f 9.37 | | f 7.53 | | 34.4 | | FLOSDEN<br>2.9 |
| 40 WYO P | 4.30AM | s 3.45PM | s 6.00PM | s 5.50<br>5.55 | 5.30PM | | s 9.53AM | s 9.43 | 8.12AM | s 8.02AM | 6.20AM | 37.3 | DR | **NAPA JUNCTION**<br>Napa Valley Ry. Crossing<br>1.6 |
| | | | | f | | | | f | | | | 38.9 | | MIDDLETON<br>2.1 |
| 6 Spur | 4.40 | | | f 6.02 | f 5.37 | | | f 9.52 | f 8.20 | | f 6.27 | 41.0 | | GUTHRIE<br>0.6 |
| | | | | f | | | | f | f | | | 41.6 | | SUSCOL<br>2.6 |
| 6 Spur | | | | f | f | | | f | f | | f | 44.2 | | IMOLA<br>1.3 |
| 30 W | 5.25 | | | s 6.10 | s 5.45PM | 3.00PM | | s 10.05 | s 8.30AM | | s 6.35AM | 45.5 | DR | Napa Valley Ry. Crossing<br>NAPA<br>2.3 |
| 36 | 5.35 | | | s 6.15 | | s 3.10PM | | s 10.10 | | | | 47.8 | R | **UNION**<br>2.4 |
| 14 | 5.45 | | | f 6.20 | | | | f 10.15 | | | | 50.2 | | OAK KNOLL<br>1.5 |
| 12 | | | | f | | | | f | | | | 51.7 | | TRUBODY<br>2.3 |
| 23 W | 6.10 | | | s 6.28 | | | | s 10.23 | | | | 54.0 | D | YOUNTVILLE<br>3.5 |
| 30 | 6.30 | | | s 6.36 | | | | s 10.31 | | | | 57.5 | D | OAKVILLE<br>1.9 |
| 14 | 6.40 | | | s 6.41 | | | | s 10.36 | | | | 59.4 | D | RUTHERFORD<br>1.3 |
| 22 | 6.55 | | | f 6.46 | | | | f 10.41 | | | | 61.2 | | ZINFANDEL<br>0.9 |
| 9 Spur | | | | | | | | | | | | 62.1 | | THOMANN<br>0.3 |
| 24 | | | | f | | | | f | | | | 62.4 | | CRANE<br>1.2 |
| 56 | 7.13 | | | s 6.52 | | | | s 10.47 | | | | 63.6 | | ST. HELENA<br>0.9 |
| 14 | | | | f | | | | f | | | | 64.5 | | KRUG<br>0.8 |
| 15 | 7.25 | | | f 6.57 | | | | f 10.52 | | | | 65.3 | | BARRO<br>2.2 |
| 9 Spur W | | | | f | | | | f | | | | 67.5 | | BALE<br>0.8 |
| 17 | 7.35 | | | f 7.05 | | | | f 11.00 | | | | 68.3 | | LARKMEAD<br>0.7 |
| 10 W | | | | f | | | | f | | | | 69.0 | | MAPLE<br>2.7 |
| 56 WT | 8.00AM | | | s 7.15PM | | | | s 11.10AM | | | | 71.7 | DR | **CALISTOGA** |
| | Arrive Daily EX. SUNDAY | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily EX. SUNDAY | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (41.7) |
| | (3.30) | (0.20) | (0.15) | (1.40) | (0.15) | (0.10) | (0.13) | (1.40) | (0.18) | (0.17) | (0.15) | ..................Time over District | | |
| | 9.82 | 21.90 | 29.20 | 26.33 | 32.80 | 13.80 | 33.69 | 25.02 | 27.33 | 25.76 | 32.80 | ..................Average speed per hour | | |

Nos. 152 and 162 will leave Cement Works for Napa Junction at 6.15 a. m. and 5.25 p. m. respectively.

ADDITIONAL STOPS.

Nos. 68 and 70—Louisiana Street, Flosden and Orphans Home on signal to receive passengers for Santa Rosa branch.

**Westward trains are superior to trains of the same class in the opposite direction (see Rule 72.)**

## Eastward. FROM SAN FRANCISCO. Vallejo Junction—Vallejo Ferry.

| FERRY | | | | | | | | | | Distance from San Francisco | | Time Table No. 160<br>June 15, 1915 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FROM 150 | FROM 48 and 27 | FROM 44 and 43 | FROM 29 and 10 | | FROM 8 and 49 | FROM 24 and 47 | FROM 81 and 42 | FROM 28 and 41 | | | | |
| SUNDAY ONLY | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | STATIONS |
| 6.00PM | 5.00PM | 4.00PM | | | 10.40AM | 9.00AM | 8.00AM | 6.20AM | | 0.0 | DN | **SAN FRANCISCO**<br>28.0 |
| 7.27PM | 6.15PM | 5.13PM | 3.30PM | | 11.55AM | 10.23AM | 9.10AM | 7.45AM | | 28.0 | D | **VALLEJO JCT.**<br>2.0 |
| 7.40 | | 5.25<br>5.30 | | 2.20PM | 12.10PM | | 9.20<br>9.30 | | 6.50AM | 30.0 | D | **SOUTH VALLEJO**<br>1.6 |
| 7.50Wd | 6.35PM | 5.40PM | 3.50PM | 2.35PM | 12.20PM | 10.45AM | 9.40AM | 8.00AM | 7.00AM | 31.6 | | **NORTH VALLEJO WHF.** |

Vallejo Ferry

## Calistoga Branch—TOWARD SAN FRANCISCO.

Westward.

| Time Table No. 160<br>June 15, 1915 | | Distance from Calistoga | FIRST CLASS | | | | | | | | SECOND CLASS | | FOURTH CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 151 | 153 | 67 | 61 | 69 | 63 | 161 | 163 | 167 | 169 | 261 |
| | | | Mixed | Napa Mixed | Santa Rosa Passenger | Calistoga Passenger | Santa Rosa Passenger | Calistoga Passenger | Mixed | Napa Mixed | Vallejo Mixed | Solano Local | Calistoga Freight |
| | STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily EX. SUNDAY | Arrive SUNDAY ONLY | Arrive Daily | Arrive Daily | Arrive Daily EX. SUNDAY |
| DN | **SAN FRANCISCO**<br>30.0 | 71.7 | | | 10.10AM | 10.10AM | 6.30PM | 6.30PM | | | | | |
| DR | **SOUTH VALLEJO**<br>1.1 | 41.7 | | | s **8.20**AM | s **8.30**AM | s **4.12**PM | s **4.22**PM | | | s 10.20AM | s 6.20PM | |
| | NORTH VALLEJO<br>0.7 | 40.6 | | | s 8.17 | s 8.27 | s 4.08 | s 4.18 | | | s 10.10 | s 6.15 | |
| | LOUISIANA ST.<br>0.5 | 39.9 | | | | f | f | | | | f | f | |
| | ORPHANS HOME<br>2.1 | 39.4 | | | | f | f | | | | f | f | |
| | FLOSDEN<br>2.9 | 37.3 | | | f 8.12 | f 8.22 | f 4.02 | f 4.12 | | | f 10.00 | f 6.10 | |
| DR | **NAPA JUNCTION**<br>Napa Valley Ry. Crossing<br>1.6 | 34.4 | s **6.10**AM | s 7.30AM | **8.07**AM | s **8.17**<br>**8.12** | **3.57**PM | s **4.07** | s **5.20**PM | | **9.53**AM | **6.05**PM | 11.55AM |
| | MIDDLETON<br>2.1 | 32.8 | | | | f | | f | | | | | |
| | GUTHRIE<br>0.6 | 30.7 | f 6.03 | f 7.23 | | f 8.03 | | f 3.58 | f 5.13 | | | | 11.45 |
| | SUSCOL<br>2.6 | 30.1 | | f | | f | | f | f | | | | |
| | IMOLA<br>1.3 | 27.5 | | | | f | | f | | | | | |
| DR | Napa Valley Ry. Crossing<br>NAPA<br>2.3 | 26.2 | 5.55AM | 7.15AM | | s 7.55 | | s 3.50 | 5.05<br>s 4.12 | s 4.12PM | | | 11.30 |
| R | **UNION**<br>2.4 | 23.9 | | | | s 7.48 | | s 3.40 | 4.05PM | 4.05PM | | | 11.15 |
| | OAK KNOLL<br>1.5 | 21.5 | | | | f 7.43 | | f 3.35 | | | | | 11.00 |
| | TRUBODY<br>2.3 | 20.0 | | | | f | | f | | | | | |
| D | YOUNTVILLE<br>3.5 | 17.7 | | | | s 7.35 | | s 3.27 | | | | | 10.45 |
| D | OAKVILLE<br>1.9 | 14.2 | | | | s 7.27 | | s 3.19 | | | | | **10.31** |
| D | RUTHERFORD<br>1.8 | 12.3 | | | | s 7.23 | | s 3.15 | | | | | 10.00 |
| | ZINFANDEL<br>0.9 | 10.5 | | | | f 7.19 | | f 3.11 | | | | | 9.40 |
| | THOMANN<br>0.3 | 9.6 | | | | | | | | | | | |
| | CRANE<br>1.2 | 9.3 | | | | f | | f | | | | | |
| | ST. HELENA<br>0.9 | 8.1 | | | | s **7.13** | | s 3.05 | | | | | 9.25 |
| | KRUG<br>0.8 | 7.2 | | | | f | | f | | | | | |
| | BARRO<br>2.2 | 6.4 | | | | f 7.08 | | f 2.58 | | | | | 9.05 |
| | BALE<br>0.8 | 4.2 | | | | f | | f | | | | | |
| | LARKMEAD<br>0.7 | 3.4 | | | | f 7.02 | | f 2.52 | | | | | 8.55 |
| | MAPLE<br>2.7 | 2.7 | | | | f | | f | | | | | |
| DR | **CALISTOGA** | 0.0 | | | | 6.55AM | | 2.45PM | | | | | 8.45AM |
| | (41.7) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily EX. SUNDAY | Leave SUNDAY ONLY | Leave Daily | Leave Daily | Leave Daily EX. SUNDAY |
| | Time over District ............... | | (0.15) | (0.15) | (0.13) | (1.40) | (0.15) | (1.37) | (1.15) | (0.7) | (0.27) | (0.15) | (3.10) |
| | Average speed per hour.......... | | 32.80 | 32.80 | 33.69 | 26.33 | 29.20 | 25.79 | 22.36 | 19.70 | 16.22 | 29.20 | 10.86 |

Cross-over switch at west end of Union siding must be lined up for Union branch and siding must be kept clear between these switches.

Nos. 151 and 161—Will run to Cement Works at Napa Junction.

### ADDITIONAL STOPS.

Nos. 67 and 63—Orphans' Home and Louisiana Street to discharge passengers.

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

## Vallejo Junction—Vallejo Ferry. TOWARD SAN FRANCISCO.

Westward.

| Time Table No. 160<br>June 15, 1915 | | | Distance from No. Vallejo Wharf | FERRY | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | TO 41, 36 and 28 | TO 81 and 42 | TO 47 and 24 | TO 8 and 49 | | TO 29 | TO 43 | TO 27 | | TO 150 | |
| | STATIONS | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily EX. SUNDAY | SUNDAY ONLY | SUNDAY ONLY |
| DN | **SAN FRANCISCO**<br>28.0 | | 31.6 | 9.10AM | 10.10AM | 11.30AM | 1.10PM | | 4.30PM | 6.30PM | 7.30PM | | | |
| D | **VALLEJO JCT.**<br>2.0 | Vallejo Ferry | 3.6 | 7.35AM | 8.50AM | 10.10AM | 11.40AM | | 3.05PM | 4.45PM | 6.05PM | | 7.25PM | |
| D | **SOUTH VALLEJO**<br>1.6 | Vallejo Ferry | 1.6 | | 8.30<br>8.20 | | | 12.35PM | 2.50 | 4.30<br>4.22 | | 6.50PM | 7.10 | 8.00PM |
| | **NO. VALLEJO WHF.** | Vallejo Ferry | 0.0 | 7.10AM | 8.08AM | 9.45AM | 11.15AM | 12.25PM | 2.40PM | 4.12PM | 5.43PM | 6.40PM | 7.00PM | 7.50PM |

## Eastward. FROM SAN FRANCISCO. Santa Rosa Branch. TOWARD SAN FRANCISCO. Westward.

| Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | THIRD CLASS | FIRST CLASS | | Distance from San Francisco | | Time Table No. 160<br>June 15, 1915 | Distance from Santa Rosa | FIRST CLASS | | FOURTH CLASS |
|---|---|---|---|---|---|---|---|---|---|---|
| | 294<br>Santa Rosa Freight | 70<br>Santa Rosa Passenger | 68<br>Santa Rosa Passenger | | | | | 67<br>Santa Rosa Passenger | 69<br>Santa Rosa Passenger | 293<br>Santa Rosa Freight |
| | Leave Daily<br>EX. SUNDAY | Leave Daily | Leave Daily | | | STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily<br>EX. SUNDAY |
| | | 4.00PM | 8.00AM | 0.0 | DN | **SAN FRANCISCO** | 74.0 | 10.10AM | 6.30PM | |
| 40WYO **P** | 1.20PM | 6.00PM | 9.55AM | 37.3 | DR | **NAPA JUNCTION**<br>Napa Valley Ry. Crossing<br>1.8 | 36.7 | s 8.05AM | s 3.50PM | 8.40PM |
| | | f | f | 39.1 | | SQUAB<br>1.6 | 34.9 | f | f | |
| | | f | f | 40.7 | | BRAZOS<br>1.5 | 33.3 | f | f | |
| 12 | 1.35 | s 6.12 | s 10.07 | 42.2 | Automatic Block. R | **BUCHLI**<br>2.2 | 31.8 | s 7.52 | s **3.38** | 8.20 |
| 10 | | f 6.17 | f 10.12 | 44.4 | | MERAZO<br>1.3 | 29.6 | f 7.47 | f 3.32 | |
| | 1.45 | s 6.20 | s 10.15 | 45.7 | R | **RAMAL**<br>0.7 | 28.3 | s 7.44 | s 3.29 | 8.05 |
| | | f | f | 46.4 | | DONOVAN<br>0.9 | 27.6 | f | f | |
| | | f | | 47.3 | | TULE VISTA<br>0.2 | 26.7 | f | | |
| | | f | f | 47.5 | | WECHICKA<br>1.7 | 26.5 | f | f | |
| 17 | 2.00 | f 6.27 | f 10.22 | 49.2 | D | N. W. Pac. Ry. Crossing<br>SCHELLVILLE<br>3.1 | 24.8 | f 7.37 | f 3.22 | 7.50 |
| 3 Spur | | f | f | 52.3 | | SNYDER<br>1.4 | 21.7 | f | f | |
| 23 W | 2.20 | s 6.37 | s 10.32 | 53.7 | D | EL VERANO<br>0.7 | 20.3 | s 7.27 | s 3.12 | 7.30 |
| | | f | f | 54.4 | | BOYES SPRINGS<br>1.0 | 19.6 | f | f | |
| 9 Spur | | f | f | 55.4 | | AGUA CALIENTE<br>0.9 | 18.6 | f | f | |
| 5 Spur | | f | f | 56.3 | | SOBRE VISTA<br>0.5 | 17.7 | f | f | |
| 12 | 2.25 | f 6.49 | f 10.44 | 56.8 | | N. W. Pac. Ry. Crossing<br>YULUPA<br>0.7 | 17.2 | f 7.15 | f 3.00 | 7.18 |
| 7 | | s 6.52 | s 10.47 | 57.5 | | ELDRIDGE<br>1.5 | 16.5 | s 7.12 | s 2.57 | |
| 5 | 2.32 | s 6.55 | s 10.50 | 59.0 | | GLEN ELLEN<br>0.6 | 15.0 | s 7.09 | s 2.54 | 7.08 |
| 4 | | f | f | 59.6 | | WARFIELD<br>1.4 | 14.4 | f | f | |
| 14 | **2.48** | f **7.01** | f 10.56 | 61.0 | | BELTANE<br>0.7 | 13.0 | f 7.03 | f **2.48** | **7.01** |
| | | f | f | 61.7 | | FELICE<br>0.9 | 12.3 | f | f | |
| 5 | | f | f | 62.6 | | WILDWOOD<br>0.8 | 11.4 | f | f | |
| 23 | 3.30 | s 7.08 | s 11.03 | 63.4 | D | KENWOOD<br>1.4 | 10.6 | s 6.56 | s 2.41 | 6.40 |
| 10 Spur | | f | f | 64.8 | | LAWNDALE<br>0.7 | 9.2 | f | f | |
| 4 | | f | f | 65.5 | | LOS GUILICOS<br>1.3 | 8.5 | f | f | |
| 23 | 3.50 | f 7.18 | f 11.13 | 66.8 | | ANNADEL<br>1.6 | 7.2 | f 6.46 | f 2.31 | 6.25 |
| 11 Spur | | f | f | 68.4 | | OLESON<br>0.9 | 5.6 | f | f | |
| 17 | 4.00 | f 7.24 | f 11.19 | 69.3 | | MELITTA<br>1.9 | 4.7 | f 6.40 | f 2.25 | 6.15 |
| 16 Spur | | f | f | 71.2 | | BAKU<br>2.8 | 2.8 | f | f | |
| 20 WTY | 4.30PM | s 7.35PM | s 11.30AM | 74.0 | DR | **SANTA ROSA** | 0.0 | 6.30AM | 2.15PM | 6.00PM |
| | Arrive Daily<br>EX. SUNDAY | Arrive Daily | Arrive Daily | | | 36.7 | | Leave Daily | Leave Daily | Leave Daily<br>EX. SUNDAY |
| | (3.10) | (1.35) | (1.35) | | | Time over District | | (1.35) | (1.35) | (2.40) |
| | 11.58 | 23.17 | 23.17 | | | Average speed per hour | | 23.17 | 23.17 | 13.76 |

**Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)**

**ADDITIONAL STOPS**—Nos. 67, 68, 69 and 70, Hillview (one mile east of Kenwood) on signal.

## Eastward. FROM SAN FRANCISCO. Suisun-Fairfield Branch. TOWARD SAN FRANCISCO. Westward.

| Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | THIRD CLASS | | FIRST CLASS | | Distance from San Francisco via Vallejo | | Time Table No. 160<br>June 15, 1915 | Distance from Suisun | SECOND CLASS | | THIRD CLASS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 296<br>Santa Rosa Freight | 264<br>Calistoga Freight | 170<br>Suisun Mixed | 168<br>Solano Local | | | | | 167<br>Vallejo Mixed | 169<br>Solano Local | 263<br>Calistoga Freight | 295<br>Santa Rosa Freight |
| | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY | Leave Daily | Leave Daily | | | **STATIONS** | | Arrive Daily | Arrive Daily | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY |
| | | | | | 0.0 | DN | **SAN FRANCISCO** | 50.1 | | | | |
| 40 WYO | 8.50PM | 12.15PM | **4.07PM** | **8.12AM** | 37.3 | DR | **NAPA JUNCTION** | 13.2 | s **9.35AM** | s **5.54PM** | 4.10AM | 1.10PM |
| | | | | | | | 3.7 | | | | | |
| 64 W | 9.05 | 12.30 | f 4.15 | f 8.19 | 41.0 | | CRESTON | 9.5 | f 9.25 | f 5.43 | 3.55 | 12.55 |
| | | | | | | | 3.8 | | | | | |
| 31 | 9.18 | **12.45** | s 4.25 | s 8.29 | 44.8 | D | CORDELIA | 5.7 | s 9.15 | s 5.35 | 3.45 | **12.45** |
| | | | | | | | 1.4 | | | | | |
| 38 | 9.23 | 12.50 | f | f | 46.2 | | THOMASSON | 4.3 | f | f | 3.40 | 12.40 |
| | | | | | | | 1.7 | | | | | |
| 14 | | | | f | 47.9 | | SUBEET | 2.6 | f | | | |
| | | | | | | | 2.6 | | | | | |
| Yard WFYO | 9.35PM | 1.00PM | s 4.40PM | s 8.43AM | 50.5 | DNR | **SUISUN-FAIRFIELD** | 0.0 | 9.00AM | 5.25PM | 3.30AM | 12.30PM |
| | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY | Arrive Daily | Arrive Daily | | | (12.8) | | Leave Daily | Leave Daily | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY |
| | (0.45)<br>17.60 | (0.45)<br>17.60 | (0.33)<br>24.00 | (0.31)<br>25.54 | | | Time over District<br>Average speed per hour | | (0.35)<br>22.62 | (0.29)<br>27.31 | (0.40)<br>19.80 | (0.40)<br>19.80 |

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

## FROM SAN FRANCISCO Eastward — Union Branch — TOWARD SAN FRANCISCO Westward

| Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | FIRST CLASS | Distance from San Francisco | | Time Table 160<br>June 15, 1915 | Distance from Union | FIRST CLASS |
|---|---|---|---|---|---|---|
| | 160<br>Buchli Mixed | | | | | 157<br>Buchli Mixed |
| | Leave Daily | | | **STATIONS** | | Arrive Daily |
| | | | DN | **SAN FRANCISCO** | | |
| 12 | **3.40PM** | 42.2 | R | **BUCHLI** | 8.6 | s **3.35PM** |
| | | | | 1.6 | | |
| 8 (Spur) | f | 43.8 | | CARNEROS | 7.0 | f |
| | | | | 1.6 | | |
| 20 | s 3.47 | 45.4 | | STANLEY | 5.4 | s 3.28 |
| | | | | 3.4 | | |
| 59 W | s 3.55 | 48.8 | | WEST NAPA | 2.0 | s 3.20 |
| | | | | 2.0<br>Napa Valley Ry. Crossing | | |
| 36 | s 4.05PM | 50.8 | R | **UNION** | 0.0 | 3.10PM |
| | Arrive Daily | | | (8.6) | | Leave Daily |
| | (0.25)<br>20.64 | | | Time over District<br>Average speed per hour | | (0.25)<br>20.64 |

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Cross-over switch at west end of Union siding must be lined up for Union Branch and siding kept clear between these switches.

## FROM SAN FRANCISCO Eastward — Wingo Branch — TOWARD SAN FRANCISCO Westward

| Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | FIRST CLASS | Distance from San Francisco | | Time Table No. 160<br>June 15, 1915 | Distance from Wingo | SECOND CLASS |
|---|---|---|---|---|---|---|
| | 404<br>Wingo Passenger | | | | | 403<br>Wingo Passenger |
| | Leave MONDAY ONLY | | | **STATIONS** | | Arrive MONDAY ONLY |
| | | 0.0 | DN | **SAN FRANCISCO** | | |
| | 8.48AM | 45.7 | R | **RAMAL** | 2.0 | s 9.00AM |
| | | | | 2.0 | | |
| (Siding on N.W.P.Ry.) | s **8.53AM** | 47.7 | R | **WINGO** | 0.0 | **8.55AM** |
| | Arrive MONDAY ONLY | | | (2.0) | | Leave MONDAY ONLY |
| | (0.5)<br>24.00 | | | Time over District<br>Average speed per hour | | (0.5)<br>24.00 |

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Trains using siding of N. W. P. Railway at Wingo must observe Rule 99, and be governed by current Time Table N. W. P. Railway.

## Eastward. FROM SAN FRANCISCO — Clear Lake Branch — TOWARD SAN FRANCISCO Westward.

| Capacity of sidings in car lengths and location of Scales, Fuel, Water, and Turning Stations. | THIRD CLASS | FIRST CLASS | | | Distance from San Francisco | Time Table No. 160<br>June 15, 1915 | Distance from Rumsey | FIRST CLASS | | | THIRD CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 202 | 106 | 104 | 102 | | | | 101 | 103 | 105 | 201 |
| | Rumsey Freight | Winters Passenger | Winters Passenger | Rumsey Passenger | | | | Winters Passenger | Rumsey Passenger | Winters Passenger | Rumsey Freight |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| | | 3.00PM | | 6.20AM | 0.0 | DN **SAN FRANCISCO** | 110.5 | 11.10AM | 7.30PM | | |
| WFY 104 | 6.00AM | 6.10PM | 4.33PM | 9.20AM | 59.5 | DR **ELMIRA**<br>4.2 | 51.0 | s 7.55AM | s 4.15PM | s 5.57PM | 6.45PM |
| 22 | 7.45 | s 6.20 | s 4.43 | s 9.32 | 63.7 | Auto. Block D VACAVILLE<br>1.9 | 46.8 | s 7.45 | s 4.05 | s 5.47 | 6.20<br>5.30 |
| 12 (Spur) | | f | f | f | 65.6 | VIOLET<br>2.9 | 44.9 | f | f | f | |
| 28 | | f | f | f | 68.5 | HARTLEY<br>1.8 | 42.0 | f | f | f | |
| 15 (Spur) | | f | f | f | 70.3 | ALLENDALE<br>3.7 | 40.2 | f | f | f | |
| 22 | | f 6.40 | f 5.03 | f 9.52 | 74.0 | WOLFSKILL<br>2.0 | 36.5 | f 7.25 | f 3.20 | f 5.27 | 5.03 |
| WT 117 | 9.00<br>11.00 | s 6.45PM | s 5.08PM | s 10.00 | 76.0 | DR WINTERS<br>4.3 | 34.5 | 7.20AM | s 3.15 | 5.22PM | 4.30<br>1.50 |
| 18 | | | | f | 80.3 | NORTON<br>3.3 | 30.2 | | f | | |
| 20 | | | | f | 83.6 | CITRONA<br>3.2 | 26.9 | | f | | |
| 20 | 11.45AM | | | s 10.28 | 86.8 | MADISON<br>3.1 | 23.7 | | s 2.35 | | 1.15 |
| W 22 (Spur) | 12.15PM | | | s 10.36 | 89.9 | D ESPARTO<br>2.0 | 20.6 | | s 2.27 | | 1.00 |
| 23 | 12.35 | | | s 10.42 | 91.9 | CAPAY<br>4.7 | 18.6 | | s 2.20 | | 12.35 |
| 23 | 12.50 | | | s 10.52 | 96.6 | CADANASSA<br>2.3 | 13.9 | | s 2.09 | | 12.05PM |
| | | | | f | 98.9 | ECKHARD<br>1.8 | 11.6 | | f | | |
| 22 | 1.05 | | | s 11.03 | 100.7 | TANCRED<br>2.6 | 9.8 | | s 1.59 | | 11.45AM |
| 20 | | | | f | 103.3 | BERWICK<br>1.0 | 7.2 | | f | | |
| 6 | | | | f | 104.3 | AMARANTH<br>1.3 | 6.2 | | f | | |
| 22 | 1.45 | | | s 11.15 | 105.6 | D GUINDA<br>0.6 | 4.9 | | s 1.45 | | 11.15 |
| 7 | | | | f | 106.2 | SAUTERNE<br>1.7 | 4.3 | | f | | |
| 22 | | | | f | 107.9 | CASHMERE<br>2.6 | 2.6 | | f | | |
| WT 25 | 2.00PM | | | s 11.30AM | 110.5 | R **RUMSEY** | 0.0 | | 1.35PM | | 10.55AM |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (51.0) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | (8.00)<br>5.10 | (0.35)<br>28.28 | (0.35)<br>28.28 | (2.10)<br>23.53 | | Time over District<br>Average speed per hour | | (0.35)<br>28.28 | (2.40)<br>19.12 | (0.35)<br>28.28 | (7.50)<br>11.76 |

**Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 104 is superior to No. 105.**

# SPECIAL RULES.

# “SAFETY FIRST”

### EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD AND FOURTH CLASS TRAINS WITHOUT AN ORDER TO DO SO.

### STANDARD CLOCKS.

| | | | |
|---|---|---|---|
| Oakland Pier. | San Jose. | South Vallejo. | Port Costa |
| West Oakland | Sacramento. | Tracy. | Suisun-Fairfield. |

### WATCH INSPECTORS.

| | | | |
|---|---|---|---|
| A. F. Edwards | Oakland. | H. T. Harger Co. | Roseville. |
| C. Strauss Co | West Oakland. | Badgeley & Sons | Livermore. |
| A. A. Handle | Berkeley. | J. G. Herrmance | Suisun-Fairfield. |
| A. O. Gott | Alameda. | H. L. Amstutz & Son. | Napa. |
| O. A. Poulsen | Richmond. | John Hood | Santa Rosa. |
| R. Kocher & Son | San Jose. | C. E. Wyatt | Winters. |
| Z. L. Von Dack & Son. | Tracy. | F. J. Stumm | Benicia. |
| H. T. Harger Co | Sacramento. | G. E. Bangle | Vallejo. |

### BULLETIN BOARDS.

| | | | |
|---|---|---|---|
| Oakland Pier. | South Vallejo. | Sacramento. | Suisun-Fairfield. |
| West Oakland. | Napa. | Tracy. | San Jose. |
| Port Costa. | Elmira. | | |

### CLEARANCES.

All trains must obtain clearance (Form 2643) before leaving Port Costa, Benicia, Niles, Newark, also before leaving Napa Junction when an operator is on duty.

On DOUBLE TRACK, extras may run without running orders, but must obtain clearance (Form 2643) before leaving Oakland Pier, West Oakland, Port Costa, Benicia and Sacramento.

Extras originating at Suisun-Fairfield, Elmira and Davis must obtain clearance (Form 2643).

### TRAIN REGISTER EXCEPTIONS.

A train may register by ticket at a registering station which is not a regular stop if there is an operator on duty, but Rules 83 and D-83 must be complied with, unless prior register check shows that all superior trains due have arrived or left.

At registering stations on single track or at the end of double track when passing from single to double track where trains are permitted to register as per Rule 83-B, conductors and telegraphers or telephone operators must comply with Rule 96, the same as at non-registering stations.

Train register at Bay Point for Nos. 149 and 150 only.

### TRAIN AND AIR INSPECTION.

Westward trains must make the running air brake test one (1) mile east of Benicia, also after leaving Oakland 16th Street Station for Oakland Pier.

Air brakes on all trains and air whistle signal on passenger trains must be tested from the rear end of train at Niles, Cordelia and Napa Junction before ascending grade, and at the summit of Altamont and Creston as per Rule 14. Passenger trains that do not stop will make the running test as per Rule 11.

Crews of all trains must, whenever the train line has been broken from any cause, assure themselves that the air brakes are working through the entire train before starting by making the tests provided in Rule 14.

One ——— blast when train is standing, apply air brakes from rear car for test.

After a continuous run of 30 miles, freight trains must stop to inspect train, as per Rule 820.

Except on grades engines on freight trains of over 20 cars must be cut off at water stops.

### USE OF 19 FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits between Oakland Pier and Sacramento, Oakland Pier and Tracy via Altamont, Niles and San Jose, Port Costa and Tracy, the note under Rule 211 is modified as follows:

Form “19” train order may be issued to restrict the superiority of a train, except that Form “31” must be used:

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)

(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)

(3) When issuing an order Form “G,” Example 3.

(4) When giving any train right over all trains.

(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and superintendent’s initials, writing same before delivery in blank space following “Signal is out for.” Operator will retain carbon copy of clearance. This paragraph includes territory outside of automatic block signal limits.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a “19” order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor’s and engineer’s attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

Rule 83 (A) will not apply at initial stations which are not telegraph stations, nor at telegraph stations when an operator is not on duty.

### AUTOMATIC SIGNALS.

On SINGLE TRACK, within Automatic Block System limits, last portion of Rule 86 will not apply.

Referring to Rule 504, on SINGLE TRACK trains will wait five minutes before following flagman, except between Buchli and Ramal, where trains will wait ten minutes before following flagman.

On DOUBLE TRACK trains must come to a stop, wait one minute, and then may proceed under control to next signal, flagman being invariably sent ahead in stormy or foggy weather.

No automatic signals governing movements on westward track No. 1 between San Pablo and Shellmound tower and on eastward track No. 4 between Shellmound tower and Richmond.

When using cross-overs, trainmen must comply with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over, unless automatic block signal in each direction can be seen to be in stop position, not less than one-half mile distant.

Within limits of established yards it will not be necessary to wait five (5) minutes before moving through cross-over.

### OVERLAPS.

Eastward trains—Martinez and Dumbarton.

Overlap posts are painted white at the top and black at the base, and stand about six feet high.

Trains holding main track against opposing trains at overlap stations must not pass overlap post, and switch must not be opened for opposing train unless such train has passed the signal at opposite end of block.

Before entering automatic block signal limits at Buchli, Union branch trains must set junction switch for Union branch. If no obstruction in the block, signal will assume the “proceed” position.

Before entering automatic block signal limits at Ramal, Wingo branch trains must set junction switch for Wingo branch. If no obstruction in the block, signal will assume the “proceed” position.

### SPEED TABLE.

| Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. |
|---|---|---|---|---|---|---|---|
| 6 | 10 | 21 | 2.51 | 31 | 1.56 | 41 | 1.27 |
| 8 | 7.30 | 22 | 2.43 | 32 | 1.52 | 42 | 1.25 |
| 10 | 6 | 23 | 2.36 | 33 | 1.49 | 43 | 1.23 |
| 12 | 5 | 24 | 2.30 | 34 | 1.45 | 44 | 1.21 |
| 15 | 4 | 25 | 2.24 | 35 | 1.42 | 45 | 1.20 |
| 16 | 3.45 | 26 | 2.18 | 36 | 1.40 | 46 | 1.18 |
| 17 | 3.31 | 27 | 2.13 | 37 | 1.37 | 47 | 1.16 |
| 18 | 3.20 | 28 | 2.8 | 38 | 1.34 | 48 | 1.15 |
| 19 | 3.9 | 29 | 2.4 | 39 | 1.33 | 49 | 1.13 |
| 20 | 3 | 30 | 2 | 40 | 1.30 | 50 | 1.12 |

### MAXIMUM SPEEDS FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

| Class of Locomotive | Engine Numbers | Maximum Speed in Miles per Hour | Maximum Wheel Pressure |
|---|---|---|---|
| A-84 15-25/28 110 | 3000 to 3009 | 77 | 48375 lbs. |
| A-79 15-25/28 102 | 3016 to 3024 | 67 | 46445 “ |
| A-81 20-28 105 | 3025 to 3071 | 77 | 46380 “ |
| T-69 21-28 149 | 2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299 | 60 | 44330 “ |
| T-69 15½-26/28 142 | 2291, 2294, 2297 | 62 | 41526 “ |
| T-63 18/30 78 | 2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206 | 52 | 22750 “ |
| M-63 21/28 155 | 1720, 1721, 1724, 1770, 1771, 1773, to 1777, 1779 | 58 | 45190 “ |
| M-63 21/28 144 | 1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790 to 1792, 1794 to 1797, 1799 | 53 | 42860 “ |
| M-63 15/26-28 144 | 1730, 1733, 1786, 1793, 1798, 1802 | 56 | 42000 “ |
| E-69 18/24 69 | 1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397 | 55 | 30190 “ |
| E-73 18/24 63 | 1430 and 1432 | 61 | 27570 “ |
| C-57 22/30 180 | 2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679 | 52 | 39650 “ |

The above table is for the information of enginemen and must not be construed to in any way authorize exceeding speed restrictions in following table on page 24:

## SPECIAL RULES—Continued.

### SPEED RESTRICTIONS.

THE MAXIMUM SPEED OF ANY TRAIN AT ANY POINT MUST NOT EXCEED FIFTY (50) MILES PER HOUR.

Trains will not exceed the speed in miles per hour shown below:

| BETWEEN | Passenger | Freight | Backing Up |
|---|---|---|---|
| Through Cross-overs and turnouts | 10 | 10 | 10 |
| Oakland Pier and Krieger, except | 50 | 35 | 10 |
| Oakland, within city limits | 22 | 22 | 10 |
| Berkeley, University Ave | 10 | 10 | 10 |
| Krieger and Port Costa | 45 | 25 | 10 |
| Benicia and Arsenal | 45 | 25 | 10 |
| Arsenal and Sacramento, except; | 50 | 35 | 15 |
| Cygnus drawbridge | 15 | 15 | 10 |
| Suisun-Fairfield and Davis Yards | 30 | 20 | 10 |
| Washington, within city limits | 8 | 8 | 8 |
| Sacramento drawbridge | 6 | 6 | 6 |
| Sacramento, within city limits | 15 | 15 | 10 |
| Port Costa and Martinez | 45 | 25 | 10 |
| Martinez, within city limits | 20 | 20 | 10 |
| Martinez and Tracy, except; | 50 | 35 | 15 |
| Avon drawbridge | 15 | 15 | 10 |
| Pittsburg, within city limits | 15 | 15 | 10 |
| Oakland Pier and Niles, except; | 50 | 35 | 15 |
| Oakland, within city limits | 22 | 22 | 10 |
| Oakland, 23d Avenue | 8 | 8 | 8 |
| Niles and Farwell | 40 | 25 | 10 |
| Farwell and Brightside | 25 | 25 | 10 |
| Brightside and Pleasanton | 40 | 25 | 10 |
| Pleasanton, within city limits | 10 | 10 | 10 |
| Pleasanton and Ulmar | 50 | 35 | 15 |
| Ulmar and Midway | 40 | 25 | 10 |
| Midway and Tracy | 50 | 35 | 15 |
| Elmhurst and College Park, except; | 50 | 35 | 15 |
| Newark Yard | 10 | 10 | 10 |
| Alviso, within city limits | 15 | 15 | 10 |
| Warm Springs and Coyote drawbridges | 15 | 15 | 15 |
| Niles and Redwood City, except; | 50 | 35 | 15 |
| Dumbarton and Newark Slough drawbridges | 15 | 15 | 10 |
| Niles and San Jose | 50 | 35 | 15 |
| Avon and San Ramon | 30 | 18 | 8 |
| San Ramon and Radum | 40 | 25 | 10 |
| Elmira and Rumsey, except; | 40 | 25 | 15 |
| Capay, within city limits | 10 | 10 | 10 |
| Buchli and Union | 40 | 25 | 10 |
| South Vallejo and Napa | 40 | 25 | 15 |
| Napa, within city limits | 8 | 8 | 8 |
| Napa and Calistoga, except; | 40 | 25 | 10 |
| St. Helena, within city limits | 12 | 12 | 10 |
| Napa Junction and Santa Rosa, except; | 40 | 25 | 10 |
| Eldridge and Warfield 10° curves | 25 | 15 | 10 |
| Annadel and Santa Rosa 10° curves | 25 | 15 | 10 |
| Napa River drawbridge | 15 | 15 | 10 |
| Ramal and Wingo, except; | 40 | 25 | 10 |
| Steamboat Slough drawbridge | 15 | 15 | 10 |
| Napa Junction and Cordelia | 25 | 15 | 10 |
| Cordelia and Suisun-Fairfield | 50 | 25 | 15 |
| No. 9 passing Richmond | 12 | ............ | ............ |
| Gasoline motor and electric cars | 30 | ............ | 10 |
| Through interlocking limits, under control | ............ | ............ | ............ |

| (Except as shown in previous table.) | Light Engines | |
|---|---|---|
| | Running Forward | Running Backward |
| Mogul | 30 | 10 |
| Atlantic Type | 40 | 12 |
| Consolidation | 25 | 10 |
| Yard Engines | 12 | 10 |

### LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE.

| Mile Post | East of | Description |
|---|---|---|
| | **Oakland Pier to Tracy via Port Costa.** | |
| | Oakland Pier | Long Wharf, depressed tracks—side. |
| | Oakland Pier | Freight Slip—side. |
| 6.6 | Emeryville | Umbrella Sheds—side. |
| 7.2 | Sedan | Warehouse platform—Carbonic Acid Gas Co.—side. |
| 7.5 | Stock Yards | Corral platform—side. |
| 13.1 | Stege | Hotel back of depot—side. |
| 13.1 | Stege | Buildings end of track No. 2—side. |
| 14.5 | Richmond | Stone spur Bunkers—overhead and side. |
| 15.0 | Richmond Transfer | Warehouse—Western Pipe & Steel Co.—overhead—side. |
| 19.3 | Giant | Wagon bridge—overhead. |
| 25.3 | Hercules | Wagon bridge—overhead. |
| 26.5 | Oleum | Tramway—overhead. |
| 26.5 | Oleum | Loading racks, Union Oil Co.—side. |
| 26.7 | Oleum | Tunnel No. 1—overhead and side. |
| 27.7 | Tormey | Tunnel No. 2—overhead and side. |
| 29.0 | Crockett | Sugar Co. warehouse No.1 and 2—overhead and side. |
| 30.1 | Eckley | Platforms of brick company—side. |
| 30.5 | Port Costa | Buildings; Bankers, California and Grangers Warehouse—side. |
| 31.1 | Port Costa | Wagon Bridge—overhead. |
| 31.8 | Nevada Dock | Platforms of brick company—side. |
| 31.8 | Nevada Dock | Long and short cable, empty and house track No. 1—side. |
| 34.7 | Martinez | Warehouse, Anderson Co.—overhead and side, cars to be left outside. |
| 34.7 | Martinez | Westward water column—side. |
| 36.8 | Peyton | Scalehouse platform and loading rack, G. C. Co.—side. |
| 43.2 | Nichols | Wagon Bridge—overhead. |
| 43.2 | Nichols | A. T. & S. F. Ry. crossing—overhead. |
| 43.2 | Nichols | General Chemical Co., oil house on spur—side. |
| | **Port Costa to Sacramento.** | |
| 31.2 | Port Costa | Wagon Bridge—overhead. |
| | Str. Contra Costa | Overhead. |
| | Stmr. Solano | Overhead and side. |
| 32.4 | Benicia | Apron sheds and tracks—side. |
| 32.4 | Benicia | Carquinez Packing Co., buildings—side. |
| 48.9 | Suisun-Fairfield | Pacific Fruit Product Co., Spur—platform—side. |
| | **Oakland Pier to Tracy via Niles.** | |
| 4.9 | West Oakland | Buildings and platforms at Creosote Works—overhead and side. |
| 4.9 | West Oakland | Freight platforms and tracks, Kirkham St. freight yards—side. |
| 7.0 | Oakland, 1st St. | Warehouse, Howard Co.—side. |
| 7.0 | Oakland | Platform of Warehouse No. 8, Adams Wharf—side. |
| 7.2 | Oakland, 1st St. | Buildings Sunset Lumber Co.—overhead and side. |
| 8.3 | East Oakland | California Cotton Mills—overhead and side. |
| 8.3 | East Oakland | California Pottery Co., spur and buildings—side. |
| 10.5 | Fruitvale | Steel bridge over estuary—overhead and side. |
| 29.2 | Niles | Niles Gravel Pit—overhead and side. |
| 42.4 | Remillard | Platform and Shed—Remillard Brick Co. |
| 46.9 | Livermore | Livermore Brick Co., shed over high line track—overhead. |
| 57.7 | Altamont | Tunnel—overhead and side. |
| | **Elmhurst to College Park.** | |
| 41.7 | Agnew | Track leading into distillery—side. |
| | **San Ramon Branch.** | |
| 44.6 | Nacio | Bridge—overhead and side. |
| 47.5 | Oxley | Bridge—overhead and side. |
| 49.2 | Walnut Creek | Bridge—overhead and side. |
| 57.0 | Osage | Bridge—overhead and side. |
| | **Suisun-Fairfield and South Vallejo to Santa Rosa.** | |
| | Cordelia | Tunnel—overhead and side. |
| 37.3 | Napa Jct. | Sheds over platforms on the two northerly spurs of Portland Cement Co.—overhead and side. |
| 49.2 | Schellville | Bridge over Sonoma Creek—overhead and side. |
| 64.2 | Kenwood | Bridge over Sonoma Creek—overhead and side. |
| | **Clear Lake Branch.** | |
| 76.0 | Winters | Fruit shed—overhead and side. |

All employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

Employes must guard against coming in contact with overhead wires or their connections.

### JUNCTION SWITCHES.

The east end of double track at Elmhurst is the east switch of cross-over west of junction switch for South Pacific Coast Railway. The normal position of the double-track junction switch is for the eastward track. Switchtender is on duty from 6 a. m. to 7 p. m. The west cross-over in westward track leading from junction switch will be set for westward trains.

The normal position of Wye switch on Dumbarton and Centerville branch at Newark is for Dumbarton and Centerville Branch.

Normal position of the junction switch for the Elmira Branch on siding at Elmira is for Elmira Branch.

Normal position of junction switches at Napa Junction is for Calistoga Branch.

Normal position of junction switches at Buchli and Ramal is for Santa Rosa Branch.

Normal position of junction switch at Wingo is for N. W. P. R. R. Enginemen on Southern Pacific trains approaching junction at Wingo will sound two long and three short blasts of the whistle as call to switchtender to set switch for Southern Pacific line. Switchtender on duty during the day time.

### COMPANY SURGEONS—WESTERN DIVISION.

| NAME | LOCATION | DISTRICT |
|---|---|---|
| Dr. F. K. Ainsworth, Chief Surg. and Mgr. | San Francisco. | Pacific System. |
| Dr. W. B. Coffey | San Francisco. | San Francisco. |
| Dr. J. H. O'Connor | San Francisco. | San Francisco. |
| Dr. S. J. Gardner | San Francisco. | San Francisco. |
| Dr. Grant Selfridge, Oculist and Aurist | San Francisco. | San Francisco. |
| Dr. Redmond Payne | San Francisco. | San Francisco. |
| Dr. Geo. R. Carson, Assistant to Staff | San Francisco. | San Francisco. |
| Dr. D. A. Walker, Emergency Surgeon | San Francisco. | San Francisco. |
| Dr. O. D. Hamlin, Division Surgeon | Oakland | Oakland, San Leandro, Berkeley |
| Dr. C. A. Depuy, Assistant Surgeon | Oakland | Oakland, San Leandro, Berkeley |
| Dr. E. F. Card, Oculist and Aurist | Oakland | Oakland, San Leandro, Berkeley |
| Dr. J. I. Vickerson, Assistant Surgeon | West Oakland. | Oakland, San Leandro, Berkeley |
| Dr. C. H. Wilder, District Surgeon | East Oakland. | Oakland, San Leandro, Berkeley |
| Dr. J. Hamilton, District Surgeon | Fruitvale | Oakland, San Leandro, Berkeley |
| Dr. E. M. Keys | Alameda | Alameda Mole to Newark. |
| Dr. M. W. Brown, Assistant Surgeon | Alameda | Alameda Mole to Newark. |
| Dr. F. W. Simpson | Berkeley | Berkeley to Stege. |
| Dr. C. W. Page, | Berkeley | Berkeley to Stege. |
| Dr. C. H. Miller, Emergency Surgeon | San Leandro | Oakland, San Leandro, Berkeley |
| Dr. F. W. Browning, Emergency Surgeon. | Hayward | San Leandro, Milpitas, Sunol. |
| Dr. C. L. McKown | Niles | San Leandro, Milpitas, Sunol. |
| Dr. R. G. Van Nuys | Pleasanton | Sunol and Remillard. |
| Dr. W. S. Taylor | Livermore | Remillard and Midway. |
| Dr. C. A. Lutz, Emergency Surgeon | Irvington | San Leandro, Milpitas, Sunol. |
| Dr. R. J. Smith, Emergency Surgeon | Milpitas | |
| Dr. J. I. Beattie | Santa Clara | Newark and San Jose. |
| Drs. D. A. Beattie and E. F. Holbrook | San Jose | Milpitas, Santa Clara, San Jose. |
| Dr. W. H. Emerson, Emergency Surgeon. | Centerville | |
| Dr. E. A. Ormsby, Emergency Surgeon | Newark | Oakland, San Leandro, Berkeley |
| Dr. W. Lucas | Richmond | Stege and San Pablo. |
| Dr. Jno. G. Harrington, Emergency Surgeon. | Crockett | |
| Dr. P. B. Fry | Port Costa | San Pablo, Benicia, Vallejo, Martinez. |
| Dr. Frank Rattan | Martinez | Port Costa, Pittsburg. |
| Dr. W. S. George | Antioch | Pittsburg and Byron. |
| Dr. Frank S. Cook, Emergency Surgeon | Brentwood | |
| Dr. S. E. D. Pinniger | Tracy | Byron, Midway and Tracy. |
| Dr. W. L. McFarland | Benicia | Benicia and Goodyear. |
| Dr. S. J. Bransford | Suisun-Fairfield | Goodyear, Napa Junction and Elmira. |
| Dr. H. E. Morrison | Dixon | Elmira and Tremont. |
| Dr. W. E. Bates | Davis | Tremont, Merritt and Webster. |
| Dr. G. A. White, Consulting Surgeon | Sacramento | |
| Dr. A. M. Henderson, Division Surgeon | Sacramento | Webster, Sacramento and Florin. |
| Dr. G. L. Stevenson | Sacramento | Webster, Sacramento and Florin. |
| Dr. W. E. Briggs, Oculist and Aurist | Sacramento | |
| Dr. H. P. Palmer | Vacaville | Elmira and Allendale. |
| Dr. R. E. Peck | Winters | Allendale and Rumsey. |
| Dr. T. Craig, Emergency Surgeon | Capay | |
| Dr. B. J. Klotz | South Vallejo. | Napa Junction and South Vallejo. |
| Dr. E. Z. Hennessey | Napa | Rutherford and Napa Junction. |
| Dr. D. E. Osborne, Emergency Surgeon | St. Helena | |
| Dr. Harry Abrons | Calistoga | Calistoga and Rutherford. |
| Dr. J. W. Jesse | Santa Rosa | Santa Rosa and Napa Junction. |
| Dr. George McKenzie, Emergency Surgeon | Concord | |
| Dr. C. R. Leach, | Walnut Creek | |
| Dr. H. C. Reamer, Emergency Surgeon | Danville | |

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

### LOCATION OF STRETCHERS.

WEST OAKLAND.
EAST OAKLAND.
FRUITVALE.
ALAMEDA.
BERKELEY.
RICHMOND.
NILES.
PLEASANTON.
LIVERMORE.
SANTA CLARA.
SAN JOSE
PORT COSTA.
MARTINEZ.
ANTIOCH.
CONCORD.
TRACY.
SANTA ROSA.
CALISTOGA.
NAPA.
SOUTH VALLEJO.
BENICIA.
SUISUN-FAIRFIELD.
VACAVILLE.
WINTERS.
DIXON.
DAVIS.

### HOSPITALS.

| | |
|---|---|
| GENERAL HOSPITAL | SAN FRANCISCO |
| SOUTHERN PACIFIC HOSPITAL | SACRAMENTO |
| S. P. EMERGENCY HOSPITAL | WEST OAKLAND |

### MISCELLANEOUS.

**Suburban Trains have preference over Main Line Trains at Oakland Pier and Fruitvale.**

First paragraph, Rule 92 will not apply at Oakland Pier.

Trains may move between Oakland Pier and Elmhurst irrespective of superiority, except that freight trains must endeavor to avoid delaying passenger trains. Freight trains or Yard Engines must not leave West Oakland unless they have 5 minutes or more to clear a passenger train moving in the same direction.

Trains must endeavor to avoid meeting on First Street between Franklin and Washington Streets. If such meet is unavoidable, the superior train will have preference, and the inferior train must stop until its engine has been passed by the rear end of the opposing train.

Train order signal at Elmhurst governing eastward trains only.

When one torpedo is exploded train will come to a stop as per Rule 15. If no person is on hand to explain the placing of torpedo, train may proceed to the next station or block signal as hereinafter provided:

(a). If view is obscured by curves, fog or storm, flagman must be sent ahead and train may follow, under control, in the manner prescribed by Rule 504.

(b). If track is seen to be clear or within automatic block limits, if signal indicates "Proceed," train may proceed, but will run under control for a distance of one-half mile, before resuming full speed.

On double track lines, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

On lines of more than two main tracks when a train finds a fusee burning red on or near the track it occupies, train must be brought to a stop and may then proceed cautiously, not exceeding six miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear. When trains are running on adjacent tracks and a fusee is found between these two tracks, movement of trains on both such tracks to be restricted as above; a fusee between the rails of an adjoining track to be disregarded.

The time-table authority of schedule trains originating or ending at any intermediate station is hereby extended to include main track between switches of siding ten minutes before leaving and ten minutes after arriving time of such trains, but Rule 99 must be complied with.

Rules 14-k and D 14-k apply at interlocking towers.

**Derail in westward main track just west of depot Benicia, normal position "open."**

When a train or a portion of a train executes a movement from main track to a siding, the train must pull into clear before stopping.

Movements through interlocking plants on a flag signal from the towerman must be preceded by a flagman.

Headlights on engines standing at the end of pier at Oakland Pier must be covered when steamers are landing.

Road engines when moving between roundhouse and train, at night or in foggy or stormy weather, must display a white and red light on the rear end of tank over center of track.

Trains and light engines must run through Sacramento yard under control, and must not pass the switchtender's station at Fourth and Sixth Streets and east end of Sacramento River bridge without receiving signal to proceed.

Between the hours of 9 P. M. and 6 A. M. engine bells will not be rung except in emergency while passing through or switching in city limits of Napa.

It is unlawful to switch a car or engine on or across any public highway in the city of Napa unless a flagman is stationed at the crossing, and he must remain there until switching is completed.

Engines or trains using the wye at Napa Junction must approach it from the Suisun-Fairfield Branch and go around via the Calistoga branch.

At Newark, trains on the South Pacific Coast Railway, when calling in flagman from the west, will sound four long and one short blasts of the whistle; when calling in flagman from the east, will sound six long blasts of the whistle.

At Napa Junction, trains on the Santa Rosa Branch, when calling in flagman from the east, will sound six long blasts of the whistle.

On freight trains between Niles and Medal, Cordelia and Napa Junction, brakemen must ride on top of cars, head brakeman near engine and rear brakeman near caboose.

The siding for meeting or passing of trains of the South Pacific Coast Railway at Newark is located east of station.

The siding for the meeting or passing of trains of the Dumbarton and Centerville Branch, at Newark, is between the cross-over switch and west switch of the siding west of the South Pacific Coast Railway. The east end of this siding between cross-over switch and east switch will be used as a storage track

Trains on track No. 2 between 16th Street Station and Shellmound Tower and on track No. 4 between Shellmound Tower and Richmond when calling in flagman from the west will sound four long and one short blast of the whistle.

Trains on track No. 1 between San Pablo and 16th Street Station when calling in flagman from the east will sound six long blasts of the whistle.

When doubling grades, if necessary to leave rear end of train on main track, a red flag by day and a red lamp by night must be placed on the head car of the standing cut of cars, and in addition two torpedoes placed not less than one-fourth mile from standing cut of cars. Enginemen must know the location of cars thus left standing, and must use extreme care in returning for rear portion of train, and Rule 99 must be complied with.

Trains loading on ferry steamers or unloading at Port Costa or Benicia will be governed by the following regulations:

### PASSENGER TRAINS.

Head brakeman must ride rear end of first cut onto steamer and set brakes.

Rear brakeman must ride head end of second cut onto steamer and set brakes.

Yardmen must ride head ends of third and fourth cuts, when there are any, and set brakes.

Deck hands must set brakes the same as when handling freight trains.

In unloading the same program will be followed as in handling freight trains.

While on the steamer trainmen must keep vestibule doors and traps open, opening same as soon as the train comes to a stop on the steamer. Passengers must be cautioned not to lean out of the windows or vestibule doors, as there is danger of being struck by iron rods or bars of boat, and must be kept off platform when backing coaches on steamer. Vestibule tail gates must be in proper position.

Locomotives standing at end of apron awaiting transfer on steamer must have headlights covered whenever reflection from same would be directly over apron into slip.

Road or Yard Engines, whether attached to cars or not, must have wheels blocked.

### FREIGHT TRAINS.

Head brakeman must ride head end of first cut onto steamer, and set brakes, then return and ride head end of second and third cuts, and set brakes.

Rear brakeman must ride head end of last cut, then return and set all brakes on rear end of cuts.

Three deck hands will set brakes on all cuts in between the two brakemen.

On arrival at opposite landing head brakeman must release all brakes on first cut and ride it off the steamer.

Rear brakeman must release all brakes on second cut and ride it off the steamer.

Deck hands will release brakes on the two remaining cuts.

In foggy weather, or, when for any cause signals cannot clearly be seen, while two ferry steamers are in operation between Port Costa and Benicia, the steamers must not attempt to pass in crossing, but one steamer must be held in the slip until the opposite steamer arrives.

Under the above conditions, the starting of steamers will be arranged for by the steamer captains and yardmaster.

Trains to or from new slip at Port Costa will be handled through work track (No. 8), north side of depot, when conditions are such that they cannot be handled via main tracks. Eastward trains will approach crossover west of depot under control, prepared to take either route to slip, as directed by yardmen. Track No. 8 must be kept clear and properly lined up for such movement.

Passenger trains to and from ferry steamers will make station stops at Port Costa for exchange of passengers, baggage, mail and express. They may register at Port Costa by register ticket.

### YARD LIMITS.

WEST OAKLAND YARD.—From Oakland Pier; Long Wharf; Alameda Pier to all points on Berkeley lines; Alameda lines; 14th and Franklin Streets; Stonehurst; yard limit signs east of Elmhurst, on Niles and Newark Lines, Melrose, San Pablo and including the Richmond transfer.

Main tracks between Oakland Pier and Bay Street (West Oakland) numbering from the north, are designated as 1, 2, 3, 4, 5, 6, 7, 8. 9, and 10, and used as follows:

No. 1—Westward Trains, via Oakland (Sixteenth Street).
2—Eastward Trains, via Oakland (Sixteenth Street).
3—Westward Electric Trains, via Oakland (Sixteenth Street).
4—Eastward Electric Trains, via Oakland (Sixteenth Street).
5—Westward Electric Trains, via Seventh Street.
6—Eastward Electric Trains, via Seventh Street.
7—Westward Trains, via Oakland (First Street).
8—Eastward Trains, via Oakland (First Street).
9—Westward running track from passenger yard (First Street).
10—Eastward running track to passenger yard (First Street).

Main tracks between Oakland 16th Street and Shellmound Tower, numbering from the Bay, are designated as 1, 2, 3, 4, 5, and 6, and used as follows:

No.1—Westward Freight Trains.
2—Eastward Freight Trains.
3—Westward Passenger Trains.
4—Eastward Passenger Trains.
5—Westward Electric Trains.
6—Eastward Electric Trains.

Main tracks between Shellmound Tower and Richmond numbering from the Bay, are designated as 1, 2, 3, and 4, and used as follows:

Track No. 1 is the first track from the Bay, and extends from Oakland 16th Street to the east end of San Pablo yard and may be used by westward freight trains not exceeding 15 miles per hour.

Track No. 2 is the second track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by westward trains.

Track No. 3 is the third track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by eastward trains.

Track No. 4 is the fourth track from the Bay, and extends from Shellmound Tower to Richmond, and may be used by eastward freight trains not exceeding 20 miles per hour.

Trains using track No. 1 between San Pablo and Shellmound and track No. 4 between Shellmound and Richmond display markers as per Rule D-19 the same as though running against the current of traffic.

Tracks between East Oakland and Sather will be designated as 1, 2, 3, and 4 and used as follows:

No. 1—Westward Electric Trains.
2—Eastward Electric Trains.
3—Westward Steam Trains.
4—Eastward Steam Trains.

### YARD LIMIT STATIONS

Port Costa
Davis
Napa
Benicia
South Vallejo
Niles
Suisun-Fairfield
Napa Jct.
Newark

The working track between Port Costa and Vallejo Junction may be used from 7 p. m. to 6 a. m. by westward freight trains not exceeding 15 miles per hour, displaying markers as per Rule D-19, same as though running against current of traffic.

Trains using the working track between Port Costa and Vallejo Junction when calling in the flagman from the east will sound six long blasts of the whistle.

### INTERLOCKING SIGNALS.

Interlocking signals govern only through interlocking limits.

Signals on signal bridges are placed on post on top or suspended underneath signal bridges over track on which trains approach.

Movements governed by short-arm or dwarf signals must be made under control and position of switches observed, as such signals govern movements for various routes.

On double track within the limits of Oakland yard towermen may arrange to move trains from one tower to another against the current of traffic, after having an understanding by telephone with each other for EACH movement. Before moving trains against the current of traffic they must know that track to be used is clear of opposing engines and trains.

### OAKLAND PIER TOWER.

Westward trains to Oakland Pier on track No. 1 governed by home signal on signal bridge No. 102, the first signal bridge east of Long Wharf cross-over; three-arm post at Long Wharf cross-over; three-arm post about half way between Long Wharf cross-over and tower, and other dwarf signals.

Westward trains to Oakland Pier on track No. 7 governed by signals on signal bridge No. 105, the first signal bridge east of Long Wharf cross-over.

The suspended home signal on track No. 7 governs movement through cross-over switches and other signals on track No. 1 or 2 to tracks to north side of depot.

Westward trains to Oakland Pier on track No. 9 governed by home signal on signal bridge No. 105.

Starting signal for eastward movements from any track in depot governed by dwarf signal.

Eastward trains on track No. 2 to 16th Street governed by upper arm on three-arm post just west of Long Wharf cross over.

Other movements governed by short-arm or dwarf signals.

When siren whistle on Oakland Pier tower is sounded all engines and trains moving within district controlled by this tower must stop and await proper signal.

### SIXTEENTH STREET TOWER.—Near 16th Street Depot, Oakland.

Westward trains to 16th Street tower on track No. 3 to Oakland Pier governed by home signal on signal bridge No. 201, the first signal bridge east of 16th Street station and upper arm on three-arm post, 550 feet east of freight track crossing.

Westward trains to 16th Street tower on track No. 3 to West Oakland yard governed by suspended home signal on signal bridge No. 201, the first signal bridge east of 16th Street station, to track No. 1 and upper arm on two-arm post 550 feet east of crossing of passenger tracks Nos. 1 and 2, to Cedar Street (single track).

Westward trains to 16th Street tower on track No. 1, to West Oakland yard, governed by home signal on signal bridge No. 201, the first signal bridge east of 16th Street station, and upper arm on two-arm post 550 feet east of crossing of passenger tracks Nos. 1 and 2 to Cedar Street (single track).

## INTERLOCKING SIGNALS—Continued.

### SIXTEENTH STREET TOWER.—Near 16th Street Depot, Oakland—Continued.

Eastward trains to 16th Street tower from Oakland Pier on track No. 2 governed by home signal on signal bridge No. 200, 600 feet west of freight track crossing and home signal on post 1200 feet east of freight track crossing to track No. 4.

Eastward trains leaving 16th Street station on track No. 4 governed by upper arm on three-arm post near tower.

Eastward trains from West Oakland Yard through Cedar Street (single track) to 16th Street Tower to freight track No. 2 governed by home signal on signal bridge No. 200-A 600 feet west of crossing of passenger tracks Nos. 1 and 2.

The suspended home signal on signal bridge governs movement across passenger tracks Nos. 1 and 2 to track No. 1 or track leading to Pacific Coast Canning Co.

Other movements governed by short-arm or dwarf signals.

Yard engines must obtain permission from 16th Street tower before doing work on Cedar Street.

Whistle signal for continuous movement to West Oakland yard: ——— o.

### SHELLMOUND TOWER—Emeryville.

Westward trains to Shellmound tower on track No. 2 governed by signals on signal bridge No. 206, the first signal bridge east of tower, home signal on post governs movement to track No. 3.

The suspended home signal on track No. 2 governs movement through cross-over switches to track No. 1 or 2, west of Shellmound tower.

Westward trains to Shellmound tower on track No. 1 governed by home signal on post on signal bridge No. 206, the first signal bridge east of tower, and upper arm on two-arm post near over-head wagon bridge west of tower.

When practicable all westward freight trains will use tracks No. 1 and 2 between Shellmound and 16th Street towers.

Whistle signal for westward trains approaching Shellmound tower on track No. 2, for West Oakland yard: ——— o.

Eastward trains to Shellmound tower on track No. 4 governed by signals on signal bridge No. 205, the first signal bridge west of tower; home signal on post governs movement to track No. 3, east of Shellmound tower.

The suspended home signal on track No. 4 governs movement through cross-over switches to track No. 4. east of Shellmound tower.

Eastward trains to Shellmound tower on track No. 2 governed by signals on signal bridge No. 205, the first signal bridge west of tower; home signal on post governs movement through cross-over switches to track No. 4, east of Shellmound tower.

The suspended home signal on track No. 2 governs movement through cross-over switches to track No. 3, east of Shellmound tower.

Other movements governed by short-arm or dwarf signals.

### WEST OAKLAND TOWER—First and Cedar Streets, West Oakland.

Westward trains to West Oakland tower on First Street track governed by home signal on post on signal bridge No. 112, 500 feet east of Cedar Street crossing and home signal on post on signal bridge No. 111, 825 feet west of Cedar Street crossing to track No. 7.

Eastward trains to West Oakland tower on track No. 8 governed by signals on signal bridge No. 111, 825 feet west of Cedar Street crossing; home signal on post governs movement to First Street track.

The suspended home signal on track No. 8 governs movement through cross-over switches to passenger yard.

Westward trains to West Oakland tower on Cedar Street (single track) governed by two-arm post at Goss and Cedar Streets, 500 feet east of crossing of Seventh Street line; upper arm governs movement to receiving tracks, lower or short-arm governs movement to leaving tracks.

Eastward trains to West Oakland tower from freight yard leaving tracks to Cedar Street (single track) governed by upper arm on two-arm post near junction of receiving and leaving tracks.

Eastward trains to West Oakland tower from freight yard receiving tracks to Cedar Street (single track) governed by upper arm on two-arm post near junction of receiving and leaving tracks.

Westward trains to West Oakland tower on passenger yard lead governed by suspended home signal on signal bridge No. 112, 500 feet east of Cedar Street crossing and home signal on signal bridge No. 111, 825 feet west of Cedar Street crossing.

Westward trains to West Oakland tower on track No. 12 governed by two-arm post 500 feet east of Cedar Street crossing and home signal on signal bridge No. 111, 825 feet west of Cedar Street crossing.

Eastward trains to West Oakland tower on track No. 10 to passenger yard governed by upper arm on two-arm post near Roundhouse and two-arm post 500 feet west of Cedar Street crossing.

Lower arm on two-arm post near Roundhouse on track No. 10 governs movement to Roundhouse track.

Other movements governed by short-arm or dwarf signals.

Cedar Street single track is controlled by West Oakland and 16th Street towers Trains will use this track against opposing trains on receiving signal.

### MAGNOLIA STREET TOWER—Crossing of Western Pacific and First Street line. First and Chestnut Streets, Oakland.

Westward trains to Magnolia Street tower on First Street track toward Oakland Pier governed by home signal on post 500 feet east of Western Pacific crossing.

Westward trains to Magnolia Street tower on First Street track to freight yard governed by short-arm signal on post 500 feet east of Western Pacific crossing and dwarf signal between westward and eastward tracks at cross-over switch.

Eastward trains to Magnolia Street tower on First Street track governed by home signal on post 1600 feet west of Western Pacific crossing and home signal on post 500 feet west of crossing.

Other movements governed by dwarf signals.

### FIRST AND WEBSTER STREET TOWER—Crossing of First and Webster Street lines, First and Webster Streets, Oakland.

Westward trains to First and Webster Street tower on First Street track governed by home signal on post on signal bridge No. 118, 1200 feet east of tower and home signal on post on signal bridge No. 117, 600 feet east of tower.

Eastward trains to First and Webster Street tower on eastward First Street track toward Fruitvale governed by home signal on post on signal bridge No. 115, 700 feet west of tower and upper arm on two-arm post on signal bridge No. 116, 400 feet west of tower—lower arm governs movement toward Alameda.

Other movements governed by short-arm or dwarf signals. Dwarf signal which governs movement from south track on Adams Wharf and from meat spur is located on left side of track.

### FRUITVALE TOWER—Fruitvale.

Westward trains to Fruitvale tower on westward track governed by home signal on post on signal bridge No. 127, 1400 feet east of tower and home signal on post on signal bridge No. 126, 150 feet east of tower.

Eastward trains to Fruitvale tower on eastward track governed by home signal on post on signal bridge No. 123, 1200 feet west of tower and home signal on post on signal bridge No. 126, 150 feet east of tower.

Other movements governed by short-arm or dwarf signals.

### PORT COSTA TOWER—Junction of double track, east of Port Costa.

Westward trains to Port Costa tower on single track to westward track governed by upper arm on two-arm stub bracket post 200 feet east of tower; lower or short arm governs movement against current of traffic on eastward track.

Eastward trains to Port Costa tower on eastward track governed by home signal on post 600 feet west of tower.

Other movements governed by dwarf signals.

### DAVIS TOWER—Davis.

Westward trains to Davis tower on westward main track toward Benicia governed by home signal on post on signal bridge 1,700 feet east of tower and home signal on post 500 feet west of tower.

Westward trains to Davis tower on westward main track, then around the east leg of the wye toward Woodland, governed by suspended home signal on signal bridge 1,700 feet east of tower and dwarf signal 400 feet north of tower.

Westward trains to Davis tower on northern single main track toward Benicia governed by home signal on post on signal bridge 1,200 feet north of tower and dwarf signal 400 feet west of tower.

Westward trains to Davis tower on northern single main track, then around the east leg of the wye toward Sacramento, governed by suspended home signal on signal bridge 1,200 feet north of tower and dwarf signal 400 feet east of tower.

Eastward trains to Davis tower on eastward main track toward Sacramento governed by home signal on post 1,200 feet west of tower and home signal on post 700 feet east of tower.

Eastward trains to Davis tower on eastward main track toward Woodland governed by short arm home signal on post 1,200 feet west of tower and dwarf signal 400 feet north of tower.

Other movements governed by short arm, or dwarf signals.

Whistle signal for northern single track, or from northern single track to Sacramento, —————o.

### MIKON TOWER—Crossing of Southern Pacific and Sacramento and Woodland Railway, east of Mikon.

Westward trains to Mikon tower, on westward track, governed by home signal on post 500 feet east of crossing.

Eastward trains to Mikon tower, on eastward track governed by home signal on post 500 feet west of crossing.

Movement over crossing against the current of traffic governed by dwarf signal.

### RADUM TOWER—Junction of Niles-Tracy main line and San Ramon Branch.

Westward trains to Radum tower from Livermore to Pleasanton governed by upper arm on three-arm post at east junction switch and home signal on post 1700 feet west of east junction switch.

Eastward trains to Radum tower from Pleasanton to Livermore governed by upper arm on three-arm post at west junction switch and home signal on post 1700 feet east of west junction switch.

Trains from Livermore to San Ramon Branch governed by lower or short arm on three-arm post at east junction switch.

Trains from Pleasanton to San Ramon Branch governed by lower or short arm on three-arm post at west junction switch.

Trains from San Ramon Branch to Livermore or Pleasanton governed by one-arm post 1100 feet from junction switches.

Whistle signal for San Ramon Branch: ——— o.

### NILES TOWER—Crossing of Western Pacific Ry. and San Jose Branch, near Niles.

Trains to Niles tower from Niles to San Jose governed by home signal on post 1000 feet west of Western Pacific crossing and upper arm on two-arm post near crossing; lower arm governs movement toward Centerville.

Trains to Niles tower from San Jose to Niles governed by upper arm on two-arm post at wye switch; lower arm governs movement toward Centerville.

Trains to Niles tower from Centerville to Niles governed by upper arm on two-arm post at wye switch; lower arm governs movement toward San Jose.

Whistle signals:
For San Jose, ——— o.
For Centerville ——— o ———.
For Niles, o ——— o.

### SAN JOSE TOWER—Junction of San Jose Branch and Coast Division, San Jose.

Trains to San Jose tower from Niles to San Jose governed by upper arm on two-arm post at Third Street and dwarf signal west of tower.

Westward trains to San Jose tower from San Jose to Niles governed by dwarf signals.

Whistle signals:
To San Jose freight yard: ——— o

### COLLEGE PARK TOWER—College Park.

Westward trains to College Park tower on westward track to Newark governed by middle arm on three-arm post about 700 feet east of tower.

Westward trains to College Park tower from West San Jose to Newark governed by middle arm on three-arm post about 500 feet east of tower.

Eastward trains to College Park tower on South Pacific Coast Railway to San Jose governed by upper arm on two-arm post on signal bridge 1200 feet west of tower and upper arm on two-arm stub bracket post about 250 feet east of tower.

Eastward trains to College Park tower on South Pacific Coast Railway to West San Jose governed by upper arm on two-arm post on signal bridge 1200 feet west of tower and lower arm on two-arm stub bracket post 250 feet east of tower.

Trains from San Jose freight yard governed by dwarf signal 250 feet east of tower.

Other movements governed by short arm or dwarf signals.

Whistle signals:
For San Jose: o ——— ———.
For West San Jose or Newark: o o ——— o o.
For San Jose freight yard: ——— o.
For Santa Clara drill track: ——— ——— o.

### DRAWBRIDGES INTERLOCKED WITH SEMAPHORE SIGNALS:

Sacramento River, Sacramento.
Cygnus, Cordelia Slough.
Avon, Pacheco Slough.
Dumbarton, San Francisco Bay.
Newark Slough, near Dumbarton.
Warm Springs Creek
Coyote Creek } between Albrae and Alviso.
Napa River, at Brazos.

### DRAWBRIDGES NOT INTERLOCKED:

Napa River, 700 feet east of Napa Station, Calistoga Branch.
Steamboat Slough, about 1000 feet west of Wingo Junction switch.

### RAILROAD CROSSINGS NOT INTERLOCKED:

At railroad crossings at grade where trains are required to stop, trains will stop, sound two short blasts of the whistle and proceed if crossing is clear.

Vallejo and Northern Railway, at Suisun-Fairfield, trains will approach crossing prepared to stop and be governed by signals from crossing flagmen.

Oakland & Antioch Railway, 4000 feet east of Hookston, on San Ramon Branch.
Napa Valley Railway, 1900 feet east of Napa Junction on Santa Rosa Branch.
Napa Valley Railway, 3600 feet east of Napa Junction, on Calistoga Branch.
N. W. Pac. Railway, 2200 feet west of Schellville.
N. W. Pac. Railway, 1000 feet west of Yulupa.
Napa Valley Railway, 3200 feet west of Union, on Union Branch.
Napa Valley Railway, 600 feet west of Napa, on Calistoga Branch.
Western Pacific Railway, between Elmhurst and Stonehurst.

## RATINGS OF LOCOMOTIVES—WESTERN DIVISION.

In M's of 1,000 pounds back of Tender.

ENGINE NUMBERS | Boiler Pressure | SACRAMENTO AND BENICIA | OAKLAND AND SAN JOSE VIA NILES NILES TO | TRACY TO NILES | NILES TO TRACY | SUISUN-FAIRFIELD TO NAPA JCT. | NAPA JCT. TO SUISUN-FAIRFIELD NAPA JCT. | NAPA JCT. TO SANTA ROSA CALISTOGA TO | OAKLAND AND TRACY VIA ANTIOCH AND OAKLAND AND COLLEGE PARK

| LOCAL |
|---|
| 2320 |
| 2105 |
| 2880 |
| 2765 |
| 3850 |
| 3190 |
| 2890 |
| 5095 |
| 5290 |
| 5925 |
| 5790 |
| 5925 |
| 5700 |
| 3090 |
| 3000 |
| 2870 |
| 3310 |
| 3090 |
| 3310 |
| 3000 |
| 3480 |
| 4240 |
| 3375 |
| 4545 |
| 4050 |
| 7090 |
| 7110 |
| 4000 |
| 4845 |
| 3785 |
| 4000 |
| 4200 |
| 5570 |
| 6 |
| 3 |
| 0 |

SOUTHERN PACIFIC COMPANY

Oakland Pier, Cal. June 9, 1915.

BULLETIN NO.366.

AGENTS,
TRAINMEN,
ENGINEMEN.

Effective at once, and until further notice, two sections of train No.50 will be operated:

First section will consist of buffet car, coach, diner and parlor car and will run to Fresno only. Second section will consist of combination mail and baggage, one baggage car, smoker, one coach, diner and one sleeper.

The first section will stop only at Oakland-16th street, Berkeley, Richmond, Tracy and Lathrop. No stops between Lathrop and Fresno. Second section will make regular stops shown on time table.

The parlor car has been withdrawn from No.52.

J D BRENNAN
SUPERINTENDENT

File 521-3

### TONNAGE OF PASSENGER CARS.

| | Wood Lbs. | Steel Lbs. | Steel Underframe Lbs. |
|---|---|---|---|
| Baggage | 78,000 | 88,000 | .......... |
| Baggage (Dynamo) | .......... | 106,000 | .......... |
| Baggage and Mail 60 ft | 76,000 | 90,000 | 92,000 |
| Baggage and Mail 69 ft | .......... | 121,900 | 93,000 |
| Baggage and Passenger | .......... | .......... | .......... |
| Buffet | 114,000 | 130,000 | 121,000 |
| Buffet (Dynamo) | .......... | 146,000 | .......... |
| Business | 107,000 | 178,000 | 135,000 |
| Chair | 87,000 | 98,000 | .......... |
| Coaches | 80,000 | 92,000 | .......... |
| Dining | 126,000 | 146,000 | 131,000 |
| Horse Express | 81,000 | .......... | .......... |
| Observation | 122,000 | .......... | .......... |
| Postal (40 feet) | .......... | 77,000 | .......... |
| Postal (60 feet) | .......... | 110,000 | .......... |
| Pullman Observation | 124,500 | 150,000 | 127,000 |
| Pullman Parlor | 116,000 | .......... | .......... |
| Pullman Standard Sleepers | 125,000 | 150,000 | 140,000 |
| Pullman Tourist Sleepers | 94,000 | .......... | 110,000 |
| Tea and Silk | 48,000 | .......... | .......... |
| W. F. Refr. Express.... 40 to 49 | 78,400 | .......... | .......... |
| " " " " .... 50 " 89 | 79,100 | .......... | .......... |
| " " " " .... 90 " 129 | 77,900 | .......... | .......... |
| " " " " ....130 " 154 | 75,500 | .......... | .......... |
| " " " " ....155 " 189 | 87,800 | .......... | .......... |
| " " " " ....500 " 505 | 108,500 | .......... | .......... |

### MILEAGE.

#### MAIN LINES.

| | | | |
|---|---|---|---|
| Oakland Pier to Tracy via Niles | C. P. Ry | 65.90 | |
| Elmhurst to Santa Clara | S. P. C. Ry | 31.47 | |
| Niles to San Jose | C. P. Ry | 17.26 | |
| Redwood Jct. to Niles Jct | C. P. Ry | 16.24 | |
| West Oakland to Sacramento, via Benicia | S. P. R. R | 83.28 | |
| Port Costa to Tracy | S. P. R. R | 49.53 | |
| Total Main Line | | | 263.68 |

#### BRANCHES.

| | | | | | |
|---|---|---|---|---|---|
| Alvarado | C. P. Ry | Halvern to Alvarado | | 2.63 | |
| Napa | S. P. R. R. | Suisun-Fairfield to South Vallejo | 20.07 | | |
| | | Napa Jct. to Calistoga | 34.52 | | |
| | | | | 54.59 | |
| Richmond Spur | S. P. R. R. | San Pablo to Richmond Transfer | | 2.06 | |
| Rumsey | S. P. R. R. | Elmira to Rumsey | | 51.23 | |
| San Ramon | S. P. R. R. | Avon to Radum | | 29.85 | |
| Santa Rosa | S. P. R. R. | Napa Jct. to Santa Rosa | | 37.24 | |
| Stonehurst | C. P. Ry | Elmhurst to Stonehurst | | .75 | |
| Wingo-Union | S. P. R. R. | Union to Buchli | 8.64 | | |
| | | Ramal to Wingo | 2.08 | | |
| | | | | 10.72 | |
| Total Branches | | | | | 189.07 |
| Total Western Division | | | | | 452.75 |

racy
via

lear

D. BLAKE, Asst. Chief Train Dispatcher.

GEO. H. BARNES, " "

C. C. DAVISON, Train Dispatcher.
W. L. COOLEY, " "
M. A. MICHELSON, " "

J. D. BRENNAN,
*Superintendent.*

B. A. CAMPBELL,
*Assistant Superintendent.*

## INTERLOCKING SIGNALS—Continued.

**SIXTEENTH STREET TOWER.—Near 16th Street Depot, Oakland—Continued.**

Eastward trains to 16th Street tower from Oakland Pier on track No. 2 governed by home signal on signal bridge No. 200, 600 feet west of freight track crossing and home signal on post 1200 feet east of freight track crossing to track No. 4.

Eastward trains leaving 16th Street station on track No. 4 governed by upper arm on three-arm post near tower.

Eastward trains from West Oakland Yard through Cedar Street (single track) to 16th Street Tower to freight track No. 2 governed by home signal on signal bridge No. 200-A 600 feet west of crossing of passenger tracks Nos. 1 and 2.

The suspended home signal on signal bridge governs movement across passenger tracks Nos. 1 and 2 to track No. 1 or track leading to Pacific Coast Canning Co.

Other movements governed by short-arm or dwarf signals.

Yard engines must obtain permission from 16th Street tower before doing work on Cedar Street.

Whistle signal for continuous movement to West Oakland yard: ——— o.

**SHELLMOUND TOWER—Emeryville.**

Westward trains to Shellmound tower on track No. 2 governed by signals on signal bridge No. 206, the first signal bridge east of tower, home signal on post governs movement to track No. 3.

The suspended home signal on track No. 2 governs movement through cross-over switches to track No. 1 or 2, west of Shellmound tower.

Westward trains to Shellmound tower on track No. 1 governed by home signal on post on signal bridge No. 206, the first signal bridge east of tower, and upper arm on two-arm post near over-head wagon bridge west of tower.

When practicable all westward freight trains will use tracks No. 1 and 2 between Shellmound and 16th Street towers.

Whistle signal for westward trains approaching Shellmound tower on track No. 2, for West Oakland yard: ——— o.

Eastward trains to Shellmound tower on track No. 4 governed by signals on signal bridge No. 205, the first signal bridge west of tower; home signal on post governs movement to track No. 3, east of Shellmound tower.

The suspended home signal on track No. 4 governs movement through cross-over switches to track No. 4. east of Shellmound tower.

Eastward trains to Shellmound tower on track No. 2 governed by signals on signal bridge No. 205, the first signal bridge west of tower; home signal on post governs movement through cross-over switches to track No. 4, east of Shellmound tower.

The suspended home signal on track No. 2 governs movement through cross-over switches to track No. 3, east of Shellmound tower.

Other movements governed by short-arm or dwarf signals.

**WEST OAKLAND TOWER—First and Cedar Streets, West Oakland.**

Westward trains to West Oakland tower on First Street track governed by home signal on post on signal bridge No. 112, 500 feet east of Cedar Street crossing and home signal on post on signal bridge No. 111, 825 feet west of Cedar Street crossing to track No. 7.

Eastward trains to West Oakland tower on track No. 8 governed by signals on signal bridge No. 111, 825 feet west of Cedar Street crossing; home signal on post governs movement to First Street track.

The suspended home signal on track No. 8 governs movement through cross-over switches to passenger yard.

Westward trains to West Oakland tower on Cedar Street (single track) governed by two-arm post at Goss and Cedar Streets, 500 feet east of crossing of Seventh Street line; upper arm governs movement to receiving tracks, lower or short-arm governs movement to leaving tracks.

Eastward trains to West Oakland tower from freight yard leaving tracks to Cedar Street (single track) governed by upper arm on two-arm post near junction of receiving and leaving tracks.

Eastward trains to West Oakland tower from freight yard receiving tracks to Cedar Street (single track) governed by upper arm on two-arm post near junction of receiving and leaving tracks.

Westward trains to West Oakland tower on passenger yard lead governed by suspended home signal on signal bridge No. 112, 500 feet east of Cedar Street crossing and home signal on signal bridge No. 111, 825 feet west of Cedar Street crossing.

Westward trains to West Oakland tower on track No. 12 governed by two-arm post 500 feet east of Cedar Street crossing and home signal on signal bridge No. 111, 825 feet west of Cedar Street crossing.

Eastward trains to West Oakland tower on track No. 10 to passenger yard governed by upper arm on two-arm post near Roundhouse and two-arm post 500 feet west of Cedar Street crossing.

Lower arm on two-arm post near Roundhouse on track No. 10 governs movement to Roundhouse track.

Other movements governed by short-arm or dwarf signals.

on post 500 feet east of crossing.

Eastward trains to Mikon tower, on eastward track governed by home signal on post 500 feet west of crossing.

Movement over crossing against the current of traffic governed by dwarf signal.

**RADUM TOWER—Junction of Niles-Tracy main line and San Ramon Branch.**

Westward trains to Radum tower from Livermore to Pleasanton governed by upper arm on three-arm post at east junction switch and home signal on post 1700 feet west of east junction switch.

Eastward trains to Radum tower from Pleasanton to Livermore governed by

**Oakland & Antioch Railway,** 4000 feet east of Hookston, on San Ramon Branch.
**Napa Valley Railway,** 1900 feet east of Napa Junction on Santa Rosa Branch.
**Napa Valley Railway,** 3600 feet east of Napa Junction, on Calistoga Branch.
**N. W. Pac. Railway,** 2200 feet west of Schellville.
**N. W. Pac. Railway,** 1000 feet west of Yulupa.
**Napa Valley Railway,** 3200 feet west of Union, on Union Branch.
**Napa Valley Railway,** 600 feet west of Napa, on Calistoga Branch.
**Western Pacific Railway,** between Elmhurst and Stonehurst.

---

TELEGRAM

| NUMBER | SENT TO | TIME SENT | SENDER | RECEIVER |
|---|---|---|---|---|

All messages must be written in ink or typewritten on these blanks, and those for parties on trains (except trainmen) delivered in sealed envelopes. The exact sending

# RATINGS OF LOCOMOTIVES—WESTERN DIVISION.

In M's of 1,000 pounds back of Tender.

Revised April, 1913.

ENGINE NUMBERS | Boiler Pressure | SACRAMENTO AND BENICIA | OAKLAND AND SAN JOSE VIA NILES NILES TO REDWOOD | TRACY TO NILES | NILES TO TRACY | SUISUN-FAIRFIELD TO NAPA JCT. | NAPA JCT. TO SUISUN-FAIRFIELD NAPA JCT. TO | NAPA JCT. TO SANTA ROSA CALISTOGA TO NAPA JCT.

| OAKLAND AND TRACY VIA ANTIOCH AND OAKLAND AND COLLEGE PARK | |
|---|---|
| THROUGH | LOCAL |
| 1950 | 2320 |
| 1765 | 2105 |
| 2435 | 2880 |
| 2310 | 2765 |
| 3230 | 3850 |
| 2620 | 3190 |
| 2420 | 2890 |
| 4310 | 5095 |
| 4475 | 5290 |
| 5020 | 5925 |
| 4890 | 5790 |
| 5020 | 5925 |
| 4790 | 5700 |
| 2630 | 3090 |
| 2570 | 3000 |
| 2440 | 2870 |
| 2805 | 3310 |
| 2630 | 3090 |
| 2805 | 3310 |
| 2570 | 3000 |
| 3010 | 3480 |
| 3570 | 4240 |
| 2835 | 3375 |
| 3860 | 4545 |
| 3420 | 4050 |
| 5980 | 7090 |
| 6000 | 7110 |
| 3360 | 4000 |
| 4080 | 4845 |
| 3275 | 3785 |
| 3465 | 4000 |
| 3625 | 4200 |
| 4690 | 5570 |
| 6 | 6 |
| 3 | 3 |
| 0 | 0 |

Elmhurst to Tracy
to Santa Clara via
ch.
acy, including Clear
Ramon Branches.

---

TELEGRAM

| NUMBER | SENT TO | TIME SENT | SENDER | RECEIVER |
|---|---|---|---|---|
| | | M | | |
| NUMBER | RECD FROM | TIME RECEIVED | SENDER | RECEIVER |
| | | M | | |

Time Filed__________M

All messages must be written in ink or typewritten on these blanks, and those for parties on trains (except trainmen) delivered in sealed envelopes. The exact sending and receiving time, initials of sending and receiving operator and signal of receiving office, must be entered in proper space in every instance. Operator must note on back of telegrams time of calls and cause of delay, if any.

c COPY SF June 8, 1915.

JDB-OW
CHK-Stockton.
FMW-Bakersfield.
HVP-LA
DWC-Portland.

Commencing today and daily hereafter make up first section No. 50 buffer, smoker, chair car, diner and observation car, to run to Fresno only, making no stops for passengers except at 16th St., University Ave and Richmond and to carry no mail or baggage. Observation car for this train to be the one now run on 52. This car to move south of Fresno and on return trip same as at present. Dining-car to return on 87. Coaches and buffer to be worked back to Oakland to best advantage, or if required at Los Angeles to be worked through on 108. Any passengers appearing for this train at Tracy or Lathrop for other points than Fresno should be referred to regular train following as second section. Latter train to observe regular stops and handle mail, passengers and baggage as heretofore. It is thought this train can be reduced one coach. Joint. A-8:

composite

GFR

cc Mr Scott
Fee
Pollok
Thrall

---

## TONNAGE OF PASSENGER CARS.

| | Wood Lbs. | Steel Lbs. | Steel Underframe Lbs. |
|---|---|---|---|
| Baggage | 78,000 | 88,000 | .......... |
| Baggage (Dynamo) | .......... | 106,000 | .......... |
| Baggage and Mail 60 ft. | 76,000 | 90,000 | 92,000 |
| Baggage and Mail 69 ft. | .......... | 121,900 | 93,000 |
| Baggage and Passenger | .......... | .......... | .......... |
| Buffet | 114,000 | 130,000 | 121,000 |
| Buffet (Dynamo) | .......... | 146,000 | .......... |
| Business | 107,000 | 178,000 | 135,000 |
| Chair | 87,000 | 98,000 | .......... |
| Coaches | 80,000 | 92,000 | .......... |
| Dining | 126,000 | 146,000 | 131,000 |
| Horse Express | 81,000 | .......... | .......... |
| Observation | 122,000 | .......... | .......... |
| Postal (40 feet) | .......... | 77,000 | .......... |
| Postal (60 feet) | .......... | 110,000 | .......... |
| Pullman Observation | 124,500 | 150,000 | 127,000 |
| Pullman Parlor | 116,000 | .......... | .......... |
| Pullman Standard Sleepers | 125,000 | 150,000 | 140,000 |
| Pullman Tourist Sleepers | 94,000 | .......... | 110,000 |
| Tea and Silk | 48,000 | .......... | .......... |
| W. F. Refr. Express.... 40 to 49 | 78,400 | .......... | .......... |
| " " " " .... 50 " 89 | 79,100 | .......... | .......... |
| " " " " .... 90 " 129 | 77,900 | .......... | .......... |
| " " " " ....130 " 154 | 75,500 | .......... | .......... |
| " " " " ....155 " 189 | 87,800 | .......... | .......... |
| " " " " ....500 " 505 | 108,500 | .......... | .......... |

## MILEAGE.

### MAIN LINES.

| | | | |
|---|---|---|---|
| Oakland Pier to Tracy via Niles | C. P. Ry | 65.90 | |
| Elmhurst to Santa Clara | S. P. C. Ry | 31.47 | |
| Niles to San Jose | C. P. Ry | 17.26 | |
| Redwood Jct. to Niles Jct | C. P. Ry | 16.24 | |
| West Oakland to Sacramento, via Benicia | S. P. R. R | 83.28 | |
| Port Costa to Tracy | S. P. R. R | 49.53 | |
| Total Main Line | | | 263.68 |

### BRANCHES.

| | | | | | |
|---|---|---|---|---|---|
| Alvarado | C. P. Ry | Halvern to Alvarado | | 2.63 | |
| Napa | S. P. R. R. | Suisun-Fairfield to South Vallejo | 20.07 | | |
| | | Napa Jct. to Calistoga | 34.52 | | |
| | | | | 54.59 | |
| Richmond Spur | S. P. R. R. | San Pablo to Richmond Transfer | | 2.06 | |
| Rumsey | S. P. R. R. | Elmira to Rumsey | | 51.23 | |
| San Ramon | S. P. R. R. | Avon to Radum | | 29.85 | |
| Santa Rosa | S. P. R. R. | Napa Jct. to Santa Rosa | | 37.24 | |
| Stonehurst | C. P. Ry | Elmhurst to Stonehurst | | .75 | |
| Wingo-Union | S. P. R. R. | Union to Buchli | 8.64 | | |
| | | Ramal to Wingo | 2.08 | | |
| | | | | 10.72 | |
| Total Branches | | | | | 189.07 |
| Total Western Division | | | | | 452.75 |

NORTON, Chief Train Dispatcher.
E. ENTELMAN, Asst. Chief Train Dispatcher.
D. BLAKE, Asst. Chief Train Dispatcher.

GORDON, Train Dispatcher.
J. P. GALLAGHER, " "
J. A. SHOCKEY, " "
GEO. H. BARNES, " "

C. C. DAVISON, Train Dispatcher.
W. L. COOLEY, " "
M. A. MICHELSON, " "

J. D. BRENNAN,
*Superintendent.*

B. A. CAMPBELL,
*Assistant Superintendent.*

## INTERLOCKING SIGNALS—Continued.

**SIXTEENTH STREET TOWER.—Near 16th Street Depot, Oakland—Continued.**

Eastward trains to 16th Street tower from Oakland Pier on track No. 2 governed by home signal on signal bridge No. 200, 600 feet west of freight track crossing and home signal on post 1200 feet east of freight track crossing to track No. 4.

Eastward trains leaving 16th Street station on track No. 4 governed by upper arm on three-arm post near tower.

Eastward trains from West Oakland Yard through Cedar Street (single track) to 16th Street Tower to freight track No. 2 governed by home signal on signal bridge No. 200-A 600 feet west of crossing of passenger tracks Nos. 1 and 2.

The suspended home signal on signal bridge governs movement across passenger tracks Nos. 1 and 2 to track No. 1 or track leading to Pacific Coast Canning Co.

Other movements governed by short-arm or dwarf signals.

Yard engines must obtain permission from 16th Street tower before doing work on Cedar Street.

Whistle signal for continuous movement to West Oakland yard: ——— o.

**SHELLMOUND TOWER—Emeryville.**

Westward trains to Shellmound tower on track No. 2 governed by signals on signal bridge No. 206, the first signal bridge east of tower, home signal on post governs movement to track No. 3.

The suspended home signal on track No. 2 governs movement through cross-over switches to track No. 1 or 2, west of Shellmound tower.

Westward trains to Shellmound tower on track No. 1 governed by home signal on post on signal bridge No. 206, the first signal bridge east of tower, and upper arm on two-arm post near over-head wagon bridge west of tower.

When practicable all westward freight trains will use tracks No. 1 and 2 between Shellmound and 16th Street towers.

Whistle signal for westward trains approaching Shellmound tower on track No. 2, for West Oakland yard: ——— o.

Eastward trains to Shellmound tower on track No. 4 governed by signals on signal bridge No. 205, the first signal bridge west of tower; home signal on post governs movement to track No. 3, east of Shellmound tower.

The suspended home signal on track No. 4 governs movement through cross-over switches to track No. 4. east of Shellmound tower.

Eastward trains to Shellmound tower on track No. 2 governed by signals on signal bridge No. 205, the first signal bridge west of tower; home signal on post governs movement through cross-over switches to track No. 4, east of Shellmound tower.

The suspended home signal on track No. 2 governs movement through cross-over switches to track No. 3, east of Shellmound tower.

Other movements governed by short-arm or dwarf signals.

**WEST OAKLAND TOWER—First and Cedar Streets, West Oakland.**

Westward trains to West Oakland tower on First Street track governed by home signal on post on signal bridge No. 112, 500 feet east of Cedar Street crossing and home signal on post on signal bridge No. 111, 825 feet west of Cedar Street crossing to track No. 7.

Eastward trains to West Oakland tower on track No. 8 governed by signals on signal bridge No. 111, 825 feet west of Cedar Street crossing; home signal on post governs movement to First Street track.

The suspended home signal on track No. 8 governs movement through cross-over switches to passenger yard.

Westward trains to West Oakland tower on Cedar Street (single track) governed by two-arm post at Goss and Cedar Streets, 500 feet east of crossing of Seventh Street line; upper arm governs movement to receiving tracks, lower or short-arm governs movement to leaving tracks.

Eastward trains to West Oakland tower from freight yard leaving tracks to Cedar Street (single track) governed by upper arm on two-arm post near junction of receiving and leaving tracks.

Eastward trains to West Oakland tower from freight yard receiving tracks to Cedar Street (single track) governed by upper arm on two-arm post near junction of receiving and leaving tracks.

Westward trains to West Oakland tower on passenger yard lead governed by suspended home signal on signal bridge No. 112, 500 feet east of Cedar Street crossing and home signal on signal bridge No. 111, 825 feet west of Cedar Street crossing.

Westward trains to West Oakland tower on track No. 12 governed by two-arm post 500 feet east of Cedar Street crossing and home signal on signal bridge No. 111, 825 feet west of Cedar Street crossing.

Eastward trains to West Oakland tower on track No. 10 to passenger yard governed by upper arm on two-arm post near Roundhouse and two-arm post 500 feet west of Cedar Street crossing.

Lower arm on two-arm post near Roundhouse on track No. 10 governs movement to Roundhouse track.

Other movements governed by short-arm or dwarf signals.

Eastward trains to Mikon tower, on eastward track governed by home signal on post 500 feet west of crossing.

Movement over crossing against the current of traffic governed by dwarf signal.

**RADUM TOWER—Junction of Niles-Tracy main line and San Ramon Branch.**

Westward trains to Radum tower from Livermore to Pleasanton governed by upper arm on three-arm post at east junction switch and home signal on post 1700 feet west of east junction switch.

Eastward trains to Radum tower from Pleasanton to Livermore governed by

Oakland & Antioch Railway, 4000 feet east of Hookston, on San Ramon Branch.
Napa Valley Railway, 1900 feet east of Napa Junction on Santa Rosa Branch.
Napa Valley Railway, 3600 feet east of Napa Junction, on Calistoga Branch.
N. W. Pac. Railway, 2200 feet west of Schellville.
N. W. Pac. Railway, 1000 feet west of Yulupa.
Napa Valley Railway, 3200 feet west of Union, on Union Branch.
Napa Valley Railway, 600 feet west of Napa, on Calistoga Branch.
Western Pacific Railway, between Elmhurst and Stonehurst.

## RATINGS OF LOCOMOTIVES—WESTERN DIVISION.

In M's of 1,000 pounds back of Tender.

| ENGINE NUMBERS | Boiler Pressure | SACRAMENTO AND BENICIA | OAKLAND AND SAN JOSE VIA NILES NILES TO REDWOOD CITY | TRACY TO NILES | NILES TO TRACY | SUISUN-FAIRFIELD TO NAPA JCT. | NAPA JCT. TO SUISUN-FAIRFIELD NAPA JCT. TO CALISTOGA | NAPA JCT. TO SANTA ROSA CALISTOGA TO NAPA JCT. | OAKLAND AND TRACY VIA ANTIOCH AND OAKLAND AND COLLEGE PARK | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | THROUGH | LOCAL |
| | 140<br>140<br>140 | 1730 | 1610 | 645 | 685 | 460 | 635 | 790 | 1950 | 2320 |
| | 140<br>140 | 1565 | 1470 | 580 | 620 | 415 | 585 | 720 | 1765 | 2105 |
| | 165 | 2160 | 1940 | 835 | 885 | .... | .... | :... | 2435 | 2880 |
| | 150 | 2055 | 1915 | 755 | 805 | 550 | 765 | 930 | 2310 | 2765 |
| | 190 | 2900 | 2790 | 1115 | 1185 | .... | .... | .... | 3230 | 3850 |
| | 165<br>165 | 2285 | 2070 | 860 | 910 | 625 | 865 | 1045 | 2620 | 3190 |
| | 145<br>145 | 2140 | 1965 | 790 | 840 | 565 | 795 | 965 | 2420 | 2890 |
| | 190 | 3770 | 3415 | 1410 | 1490 | 1110 | 1510 | 1765 | 4310 | 5095 |
| | 200 | 3905 | 3520 | 1410 | 1490 | .... | .... | .... | 4475 | 5290 |
| | 200 | 4390 | 3930 | 1630 | 1725 | 1275 | 1735 | .... | 5020 | 5925 |
| | 195 | 4270 | 3820 | 1570 | 1660 | .... | .... | .... | 4890 | 5790 |
| | 200 | 4390 | 3930 | 1630 | 1725 | 1275 | 1735 | .... | 5020 | 5925 |
| | 200 | 4190 | 3745 | 1535 | 1620 | 1235 | 1690 | .... | 4790 | 5700 |
| | 150 | 2300 | 2105 | 860 | 910 | 650 | 895 | 1060 | 2630 | 3090 |
| | 160<br>160 | 2245 | 2100 | 845 | 900 | 620 | 855 | 1035 | 2570 | 3000 |
| | 140<br>140 | 2135 | 1960 | 795 | 840 | 605 | 835 | 990 | 2440 | 2870 |
| | 160 | 2455 | 2245 | 915 | 970 | 700 | 960 | 1135 | 2805 | 3310 |
| | 150 | 2300 | 2105 | 860 | 910 | 670 | 905 | 1060 | 2630 | 3090 |
| | 160<br>160<br>160<br>160<br>160<br>160 | 2455 | 2245 | 915 | 970 | 700 | 960 | 1135 | 2805 | 3310 |
| | 160 | 2245 | 2100 | 845 | 900 | 620 | 855 | 1035 | 2570 | 3000 |
| | 180 | 2630 | 2535 | 1030 | 1090 | .... | .... | .... | 3010 | 3480 |
| | 180 | 3130 | 2790 | 1140 | 1205 | .... | .... | .... | 3570 | 4240 |
| | 160 | 2480 | 2210 | 880 | 935 | .... | .... | .... | 2835 | 3375 |
| | 180 | 3380 | 3095 | 1265 | 1340 | 1065 | 1325 | 1575 | 3860 | 4545 |
| | 150 | 2845 | 2670 | 1080 | 1145 | 875 | 1195 | 1330 | 3420 | 4050 |
| | 200<br>200 | 5135 | 4675 | 1915 | 2025 | 1550 | 2095 | .... | 5980 | 7090 |
| | 200<br>200 | 5155 | 4695 | 1935 | 2045 | 1570 | 2115 | .... | 6000 | 7110 |
| | 180 | 2815 | 2625 | 1050 | 1110 | 851 | 1170 | 1525 | 3360 | 4000 |
| | 170<br>170 | 3515 | 3190 | 1315 | 1405 | 1070 | 1450 | 1655 | 4080 | 4845 |
| | 200 | 2850 | 2695 | 1040 | 1110 | .... | .... | .... | 3275 | 3785 |
| | 200 | 3015 | 2855 | 1110 | 1180 | .... | .... | .... | 3465 | 4000 |
| | 200 | 3160 | 3035 | 1185 | 1260 | .... | .... | .... | 3625 | 4200 |
| | 200 | 4100 | 3660 | 1490 | 1575 | .... | .... | .... | 4690 | 5570 |
| | Ms... | 6 | 6 | 3 | 3 | 3 | 3 | 3 | 6 | 6 |
| | ....... | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| | 0 Ms.. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## TONNAGE OF PASSENGER CARS.

| | Wood Lbs. | Steel Lbs. | Steel Underframe Lbs. |
|---|---|---|---|
| Baggage | 78,000 | 88,000 | ......... |
| Baggage (Dynamo) | ......... | 106,000 | ......... |
| Baggage and Mail 60 ft. | 76,000 | 90,000 | 92,000 |
| Baggage and Mail 69 ft. | ......... | 121,900 | 93,000 |
| Baggage and Passenger | ......... | ......... | ......... |
| Buffet | 114,000 | 130,000 | 121,000 |
| Buffet (Dynamo) | ......... | 146,000 | ......... |
| Business | 107,000 | 178,000 | 135,000 |
| Chair | 87,000 | 98,000 | ......... |
| Coaches | 80,000 | 92,000 | ......... |
| Dining | 126,000 | 146,000 | 131,000 |
| Horse Express | 81,000 | ......... | ......... |
| Observation | 122,000 | ......... | ......... |
| Postal (40 feet) | ......... | 77,000 | ......... |
| Postal (60 feet) | ......... | 110,000 | ......... |
| Pullman Observation | 124,500 | 150,000 | 127,000 |
| Pullman Parlor | 116,000 | ......... | ......... |
| Pullman Standard Sleepers | 125,000 | 150,000 | 140,000 |
| Pullman Tourist Sleepers | 94,000 | ......... | 110,000 |
| Tea and Silk | 48,000 | ......... | ......... |
| W. F. Refr. Express.... 40 to 49 | 78,400 | ......... | ......... |
| " " " " .... 50 " 89 | 79,100 | ......... | ......... |
| " " " " .... 90 " 129 | 77,900 | ......... | ......... |
| " " " " ....130 " 154 | 75,500 | ......... | ......... |
| " " " " ....155 " 189 | 87,800 | ......... | ......... |
| " " " " ....500 " 505 | 108,500 | ......... | ......... |

## MILEAGE.

### MAIN LINES.

| | | | |
|---|---|---|---|
| Oakland Pier to Tracy via Niles | C. P. Ry | 65.90 | |
| Elmhurst to Santa Clara | S. P. C. Ry | 31.47 | |
| Niles to San Jose | C. P. Ry | 17.26 | |
| Redwood Jct. to Niles Jct | C. P. Ry | 16.24 | |
| West Oakland to Sacramento, via Benicia | S. P. R. R | 83.28 | |
| Port Costa to Tracy | S. P. R. R | 49.53 | |
| Total Main Line | | | 263.68 |

### BRANCHES.

| | | | | | |
|---|---|---|---|---|---|
| Alvarado | C. P. Ry | Halvern to Alvarado | | 2.63 | |
| Napa | S. P. R. R. | Suisun-Fairfield to South Vallejo | 20.07 | | |
| | | Napa Jct. to Calistoga | 34.52 | 54.59 | |
| Richmond Spur | S. P. R. R. | San Pablo to Richmond Transfer | | 2.06 | |
| Rumsey | S. P. R. R. | Elmira to Rumsey | | 51.23 | |
| San Ramon | S. P. R. R. | Avon to Radum | | 29.85 | |
| Santa Rosa | S. P. R. R. | Napa Jct. to Santa Rosa | | 37.24 | |
| Stonehurst | C. P. Ry | Elmhurst to Stonehurst | | .75 | |
| Wingo-Union | S. P. R. R. | Union to Buchli | 8.64 | | |
| | | Ramal to Wingo | 2.08 | 10.72 | |
| Total Branches | | | | | 189.07 |
| Total Western Division | | | | | 452.75 |

## TRAINMASTERS.

AYLORD, West Oakland. District—Oakland terminals; San Pablo to Elmhurst; Elmhurst to Tracy via Niles, including San Jose Branch, Elmhurst to Santa Clara via Newark, including Dumbarton and Centerville Branch.

RIGHT, West Oakland. District—San Pablo to Sacramento, Port Costa to Tracy, including Clear Lake, Calistoga, Santa Rosa, Wingo, Union and San Ramon Branches.

## SUPERINTENDENT'S OFFICE—OAKLAND PIER, CAL.

E. ENTELMAN, Asst. Chief Train Dis er.
D. BLAKE, Asst. Chief Train Dispatcher.

F. E. GORDON, Train Dispatcher.
J. P. GALLAGHER, " "
J. A. SHOCKEY, " "
GEO. H. BARNES, " "

C. C. DAVISON, Train Dispatcher.
W. L. COOLEY, " "
M. A. MICHELSON, " "

J. D. BRENNAN,
*Superintendent.*

B. A. CAMPBELL,
*Assistant Superintendent.*

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receiving operator, and signal of receiving office, must be entered in proper space in every instance. Operators must note on back of telegram time of calls and cause of delay, if any.

| NUMBER | RECD FROM | TIME RECEIVED | M | SENDER | RECEIVER |
|---|---|---|---|---|---|
| | | | | | |

*Time Filed* __________M

COPY

S. F. June 8 1915

JDB-OW
CHK-Stockton.
FMW-Bakersfield.
HVP-LA
DWC-Portland.

Our A-8. Substitute composite car 3075 for buffer and smoker, making 4 car train. Composite car to return on 49 DH daily from Fresno. Joint.

GFR

cc Mr.Scott
Fee
Pollok
Thrall

## INTERLOCKING SIGNALS—Continued.

**SIXTEENTH STREET TOWER.**—Near 16th Street Depot, Oakland—Continued.

Eastward trains to 16th Street tower from Oakland Pier on track No. 2 governe by home signal on signal bridge No. 200, 600 feet west of freight track crossing an home signal on post 1200 feet east of freight track crossing to track No. 4.

Eastward trains leaving 16th Street station on track No. 4 governed by uppe arm on three-arm post near tower.

Eastward trains from West Oakland Yard through Cedar Street (single track to 16th Street Tower to freight track No. 2 governed by home signal on signal bridg No. 200-A 600 feet west of crossing of passenger tracks Nos. 1 and 2.

The suspended home signal on signal bridge governs movement across passenge tracks Nos. 1 and 2 to track No. 1 or track leading to Pacific Coast Canning Co.

Other movements governed by short-arm or dwarf signals.

Yard engines must obtain permission from 16th Street tower before doing wor on Cedar Street.

Whistle signal for continuous movement to West Oakland yard: ——— o.

**SHELLMOUND TOWER**—Emeryville.

Westward trains to Shellmound tower on track No. 2 governed by signals on signa bridge No. 206, the first signal bridge east of tower, home signal on post govern movement to track No. 3.

The suspended home signal on track No. 2 governs movement through cross-ove switches to track No. 1 or 2, west of Shellmound tower.

Westward trains to Shellmound tower on track No. 1 governed by home signa on post on signal bridge No. 206, the first signal bridge east of tower, and upper arm o two-arm post near over-head wagon bridge west of tower.

When practicable all westward freight trains will use tracks No. 1 and 2 betwee Shellmound and 16th Street towers.

Whistle signal for westward trains approaching Shellmound tower on trac No. 2, for West Oakland yard: ——— o.

Eastward trains to Shellmound tower on track No. 4 governed by signals on signa bridge No. 205, the first signal bridge west of tower; home signal on post goverr movement to track No. 3, east of Shellmound tower.

The suspended home signal on track No. 4 governs movement through cross-ove switches to track No. 4. east of Shellmound tower.

Eastward trains to Shellmound tower on track No. 2 governed by signals c signal bridge No. 205, the first signal bridge west of tower; home signal on post gov erns movement through cross-over switches to track No. 4, east of Shellmound towe

The suspended home signal on track No. 2 governs movement through cross-ove switches to track No. 3, east of Shellmound tower.

Other movements governed by short-arm or dwarf signals.

**WEST OAKLAND TOWER**—First and Cedar Streets, West Oakland.

Westward trains to West Oakland tower on First Street track governed b home signal on post on signal bridge No. 112, 500 feet east of Cedar Street crossin and home signal on post on signal bridge No. 111, 825 feet west of Cedar Street crossin to track No. 7.

Eastward trains to West Oakland tower on track No. 8 governed by signals c signal bridge No. 111, 825 feet west of Cedar Street crossing; home signal on post gov erns movement to First Street track.

The suspended home signal on track No. 8 governs movement through cross-ove switches to passenger yard.

Westward trains to West Oakland tower on Cedar Street (single track) governe by two-arm post at Goss and Cedar Streets, 500 feet east of crossing of Seventh Stree line; upper arm governs movement to receiving tracks, lower or short-arm goverr movement to leaving tracks.

Eastward trains to West Oakland tower from freight yard leaving tracks t Cedar Street (single track) governed by upper arm on two-arm post near junction receiving and leaving tracks.

Eastward trains to West Oakland tower from freight yard receiving tracks t Cedar Street (single track) governed by upper arm on two-arm post near junctic of receiving and leaving tracks.

Westward trains to West Oakland tower on passenger yard lead governed b suspended home signal on signal bridge No. 112, 500 feet east of Cedar Street crossin and home signal on signal bridge No. 111, 825 feet west of Cedar Street crossing.

Westward trains to West Oakland tower on track No. 12 governed by two-arm post 500 feet east of Cedar Street crossing and home signal on signal bridge No. 111, 825 feet west of Cedar Street crossing.

Eastward trains to West Oakland tower on track No. 10 to passenger yard governed by upper arm on two-arm post near Roundhouse and two-arm post 500 feet west of Cedar Street crossing.

Lower arm on two-arm post near Roundhouse on track No. 10 governs movement to Roundhouse track.

Other movements governed by short-arm or dwarf signals.

Eastward trains to Mikon tower, on eastward track governed by home signal on post 500 feet west of crossing.

Movement over crossing against the current of traffic governed by dwarf signal.

**RADUM TOWER**—Junction of Niles-Tracy main line and San Ramon Branch.

Westward trains to Radum tower from Livermore to Pleasanton governed by upper arm on three-arm post at east junction switch and home signal on post 1700 feet west of east junction switch.

Eastward trains to Radum tower from Pleasanton to Livermore governed by upper arm on three-arm post at west junction switch and home signal on post 1700 feet

Oakland & Antioch Railway, 4000 feet east of Hookston, on San Ramon Branch.
Napa Valley Railway, 1900 feet east of Napa Junction on Santa Rosa Branch.
Napa Valley Railway, 3600 feet east of Napa Junction, on Calistoga Branch.
N. W. Pac. Railway, 2200 feet west of Schellville.
N. W. Pac. Railway, 1000 feet west of Yulupa.
Napa Valley Railway, 3200 feet west of Union, on Union Branch.
Napa Valley Railway, 600 feet west of Napa, on Calistoga Branch.
Western Pacific Railway, between Elmhurst and Stonehurst.

# RATINGS OF LOCOMOTIVES—WESTERN DIVISION.

In M's of 1,000 pounds back of Tender.

Revised April, 1913.

| | | | ENGINE NUMBERS | Boiler Pressure | SACRAMENTO AND BENICIA | OAKLAND AND SAN JOSE VIA NILES NILES TO REDWOOD CITY | TRACY TO NILES | NILES TO TRACY | SUISUN-FAIRFIELD TO NAPA JCT. | NAPA JCT. TO SUISUN-FAIRFIELD NAPA JCT. TO CALISTOGA | NAPA JCT. TO SANTA ROSA CALISTOGA TO NAPA JCT. | OAKLAND AND TRACY VIA ANTIOCH AND OAKLAND AND COLLEGE PARK | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | THROUGH | LOCAL |
| E—63 | 17/24 | 52 | 1309, 1312, 1319, 1326 and 1327 | 140 | 1730 | 1610 | 645 | 685 | 460 | 635 | 790 | 1950 | 2320 |
| E—63 | 17/24 | 50 | 1305 | 140 | | | | | | | | | |
| E—63 | 17/24 | 54 | 1306 | 140 | | | | | | | | | |
| E—63 | 17/24 | 47 | 1308, 1320 to 1323 and 1331 to 1353 | 140 | 1565 | 1470 | 580 | 620 | 415 | 585 | 720 | 1765 | 2105 |
| E—63 | 17/24 | 48 | 1355 to 1361 | 140 | | | | | | | | | |
| E—69 | 18/24 | 68 | 1402 to 1411 | 165 | 2160 | 1940 | 835 | 885 | .... | .... | .... | 2435 | 2880 |
| E—69 | 18/28 | 62 | 1424 to 1425 | 150 | 2055 | 1915 | 755 | 805 | 550 | 765 | 930 | 2310 | 2765 |
| E—73 | 20/24 | 92 | 1445 to 1458 | 190 | 2900 | 2790 | 1115 | 1185 | .... | .... | .... | 3230 | 3850 |
| E—69 | 18/26 | 73 | 1459 to 1463 | 165 | 2285 | 2070 | 860 | 910 | 625 | 865 | 1045 | 2620 | 3190 |
| E—69 | 18/26 | 74 | 1464, 1466, 1467, 1469 | 165 | | | | | | | | | |
| E—63 | 18/26 | 65 | 1474 | 145 | 2140 | 1965 | 790 | 840 | 565 | 795 | 965 | 2420 | 2890 |
| E—62 | 18/26 | 65 | 1475 and 1480 | 145 | | | | | | | | | |
| M—63 | 20/28 | 126 | 1615 to 1719 | 190 | 3770 | 3415 | 1410 | 1490 | 1110 | 1510 | 1765 | 4310 | 5095 |
| M—63 | 20/28 | 147 | 1804 to 1806, 1808, 1810, 1812 to 1814 | 200 | 3905 | 3520 | 1410 | 1490 | .... | .... | .... | 4475 | 5290 |
| M—63 | 21/28 | 155 | 1720 to 1724, 1770 to 1779 | 200 | 4390 | 3930 | 1630 | 1725 | 1275 | 1735 | .... | 5020 | 5925 |
| M—63 | 21/28 | 144 | 1725 to 1729, 1799 to 1801, 1803, 1734 to 1754, 1756 to 1763,1765 to 1769,1780 to 1785,1757,1786-1792 | 195 | 4270 | 3820 | 1570 | 1660 | .... | .... | .... | 4890 | 5790 |
| M—63 | 21/28 | 147 | 1819 to 1822, 1807, 1809, 1811, 1815 | 200 | 4390 | 3930 | 1630 | 1725 | 1275 | 1735 | .... | 5020 | 5925 |
| M—63 | 15½-26/28 | 144 | 1755, 1786 1798 | 200 | 4190 | 3745 | 1535 | 1620 | 1235 | 1690 | .... | 4790 | 5700 |
| T—57 | 18/24 | 72 | 2004 to 2006 | 150 | 2300 | 2105 | 860 | 910 | 650 | 895 | 1060 | 2630 | 3090 |
| T—63 | 18/24 | 77 | 2026 | 160 | 2245 | 2100 | 845 | 900 | 620 | 855 | 1035 | 2570 | 3000 |
| T—63 | 18/24 | 81 | 2027 | 160 | | | | | | | | | |
| T—57 | 18/24 | 64 | 2036 | 140 | 2135 | 1960 | 795 | 840 | 605 | 835 | 990 | 2440 | 2870 |
| T—57 | 18/24 | 67 | 2031, 2033, 2041, 2048, 2058, 2067, 2076, 2084 | 140 | | | | | | | | | |
| T—57 | 18/24 | 80 | 2095, 2108, 2039, 2040, 2053, 2073, 2081, 2082 | 160 | 2455 | 2245 | 915 | 970 | 700 | 960 | 1135 | 2805 | 3310 |
| T—57 | 18/24 | 73 | 2096 to 2101 | 150 | 2300 | 2105 | 860 | 910 | 670 | 905 | 1060 | 2630 | 3090 |
| T—57 | 18/24 | 73 | 2114 to 2123 | 160 | 2455 | 2245 | 915 | 970 | 700 | 960 | 1135 | 2805 | 3310 |
| T—57 | 18/24 | 81 | 2124 to 2126, 2128, 2130 to 2133 | 160 | | | | | | | | | |
| T—57 | 18/24 | 86 | 2134 to 2153 | 160 | | | | | | | | | |
| T—57 | 18/24 | 83 | 2154 to 2173 | 160 | | | | | | | | | |
| T—57 | 18/24 | 87 | 2174 to 2183 | 160 | | | | | | | | | |
| T—57 | 18/24 | 88 | 2184 to 2186 | 160 | | | | | | | | | |
| T—63 | 18/24 | 86 | 2127 and 2129 | 160 | 2245 | 2100 | 845 | 900 | 620 | 855 | 1035 | 2570 | 3000 |
| T—69 | 19/24 | 101 | 2209 | 180 | 2630 | 2535 | 1030 | 1090 | .... | .... | .... | 3010 | 3480 |
| T—69 | 20/26 | 113 | 2214 to 2220 | 180 | 3130 | 2790 | 1140 | 1205 | .... | .... | .... | 3570 | 4240 |
| T—63 | 19/24 | 105 | 2221 to 2234 | 160 | 2480 | 2210 | 880 | 935 | .... | .... | .... | 2835 | 3375 |
| T—63 | 20/26 | 112 | 2235 to 2273 | 180 | 3380 | 3095 | 1265 | 1340 | 1065 | 1325 | 1575 | 3860 | 4545 |
| C—51 | 19/30 | 96 | 2512 and 2511 | 150 | 2845 | 2670 | 1080 | 1145 | 875 | 1195 | 1330 | 3420 | 4050 |
| C—57 | 22/30 | 187 | 2513 to 2599, 2752 to 2830 | 200 | 5135 | 4675 | 1915 | 2025 | 1550 | 2095 | .... | 5980 | 7090 |
| C—57 | 22/30 | 184 | 2694 to 2751 | 200 | | | | | | | | | |
| C—57 | 22/30 | 180 | 2624 to 2679 | 200 | 5155 | 4695 | 1935 | 2045 | 1570 | 2115 | .... | 6000 | 7110 |
| C—57 | 22/30 | 179 | 2680 to 2693 | 200 | | | | | | | | | |
| TW—51 | 20/29/26 | 120 | 2932 and 2943 | 180 | 2815 | 2625 | 1050 | 1110 | 851 | 1170 | 1525 | 3360 | 4000 |
| W—51 | 20/26 | 120 | 2944 | 170 | 3515 | 3190 | 1315 | 1405 | 1070 | 1450 | 1655 | 4080 | 4845 |
| TW—51 | 20/26 | 118 | 2946, 2947 and 2952 | 170 | | | | | | | | | |
| A—84 | 15/25/28 | 110 | 3000 to 3009 | 200 | 2850 | 2695 | 1040 | 1110 | .... | .... | .... | 3275 | 3785 |
| A—79 | 15/25/28 | 102 | 3016 to 3024 | 200 | 3015 | 2855 | 1110 | 1180 | .... | .... | .... | 3465 | 4000 |
| A—81 | 20/28 | 105 | 3025 to 3065 | 200 | 3160 | 3035 | 1185 | 1260 | .... | .... | .... | 3625 | 4200 |
| T—69 | 21/28 | 149 | 2283 and 2300 | 200 | 4100 | 3660 | 1490 | 1575 | .... | .... | .... | 4690 | 5570 |

Use through rating only Oakland and College Park.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Allowance for Empty and Underloaded Cars—Ms. | Less than 40 Ms. | 6 | 6 | 3 | 3 | 3 | 3 | 3 | 6 | 6 |
| | 40 to 50 Ms. | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| | More than 50 Ms. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## TONNAGE OF PASSENGER CARS.

| | Wood Lbs. | Steel Lbs. | Steel Underframe Lbs. |
|---|---|---|---|
| Baggage | 78,000 | 88,000 | ......... |
| Baggage (Dynamo) | ......... | 106,000 | ......... |
| Baggage and Mail 60 ft. | 76,000 | 90,000 | 92,000 |
| Baggage and Mail 69 ft. | ......... | 121,900 | 93,000 |
| Baggage and Passenger | ......... | ......... | ......... |
| Buffet | 114,000 | 130,000 | 121,000 |
| Buffet (Dynamo) | ......... | 146,000 | ......... |
| Business | 107,000 | 178,000 | 135,000 |
| Chair | 87,000 | 98,000 | ......... |
| Coaches | 80,000 | 92,000 | ......... |
| Dining | 126,000 | 146,000 | 131,000 |
| Horse Express | 81,000 | ......... | ......... |
| Observation | 122,000 | ......... | ......... |
| Postal (40 feet) | ......... | 77,000 | ......... |
| Postal (60 feet) | ......... | 110,000 | ......... |
| Pullman Observation | 124,500 | 150,000 | 127,000 |
| Pullman Parlor | 116,000 | ......... | ......... |
| Pullman Standard Sleepers | 125,000 | 150,000 | 140,000 |
| Pullman Tourist Sleepers | 94,000 | ......... | 110,000 |
| Tea and Silk | 48,000 | ......... | ......... |
| W. F. Refr. Express 40 to 49 | 78,400 | ......... | ......... |
| " " " " 50 " 89 | 79,100 | ......... | ......... |
| " " " " 90 " 129 | 77,900 | ......... | ......... |
| " " " " 130 " 154 | 75,500 | ......... | ......... |
| " " " " 155 " 189 | 87,800 | ......... | ......... |
| " " " " 500 " 505 | 108,500 | ......... | ......... |

## MILEAGE.

### MAIN LINES.

| | | | |
|---|---|---|---|
| Oakland Pier to Tracy via Niles | C. P. Ry | 65.90 | |
| Elmhurst to Santa Clara | S. P. C. Ry | 31.47 | |
| Niles to San Jose | C. P. Ry | 17.26 | |
| Redwood Jct. to Niles Jct | C. P. Ry | 16.24 | |
| West Oakland to Sacramento, via Benicia | S. P. R. R | 83.28 | |
| Port Costa to Tracy | S. P. R. R | 49.53 | |
| Total Main Line | | | 263.68 |

### BRANCHES.

| | | | | | |
|---|---|---|---|---|---|
| Alvarado | C. P. Ry. | Halvern to Alvarado | | 2.63 | |
| Napa | S. P. R. R. | Suisun-Fairfield to South Vallejo | 20.07 | | |
| | | Napa Jct. to Calistoga | 34.52 | | |
| | | | | 54.59 | |
| Richmond Spur | S. P. R. R. | San Pablo to Richmond Transfer | | 2.06 | |
| Rumsey | S. P. R. R. | Elmira to Rumsey | | 51.23 | |
| San Ramon | S. P. R. R. | Avon to Radum | | 29.85 | |
| Santa Rosa | S. P. R. R. | Napa Jct. to Santa Rosa | | 37.24 | |
| Stonehurst | C. P. Ry. | Elmhurst to Stonehurst | | .75 | |
| Wingo-Union | S. P. R. R. | Union to Buchli | 8.64 | | |
| | | Ramal to Wingo | 2.08 | | |
| | | | | 10.72 | |
| Total Branches | | | | | 189.07 |
| Total Western Division | | | | | 452.75 |

## TRAINMASTERS.

G. E. GAYLORD, West Oakland. District—Oakland terminals; San Pablo to Elmhurst; Elmhurst to Tracy via Niles, including San Jose Branch, Elmhurst to Santa Clara via Newark, including Dumbarton and Centerville Branch.

G. D. WRIGHT, West Oakland. District—San Pablo to Sacramento, Port Costa to Tracy, including Clear Lake, Calistoga, Santa Rosa, Wingo, Union and San Ramon Branches.

## SUPERINTENDENT'S OFFICE—OAKLAND PIER, CAL.

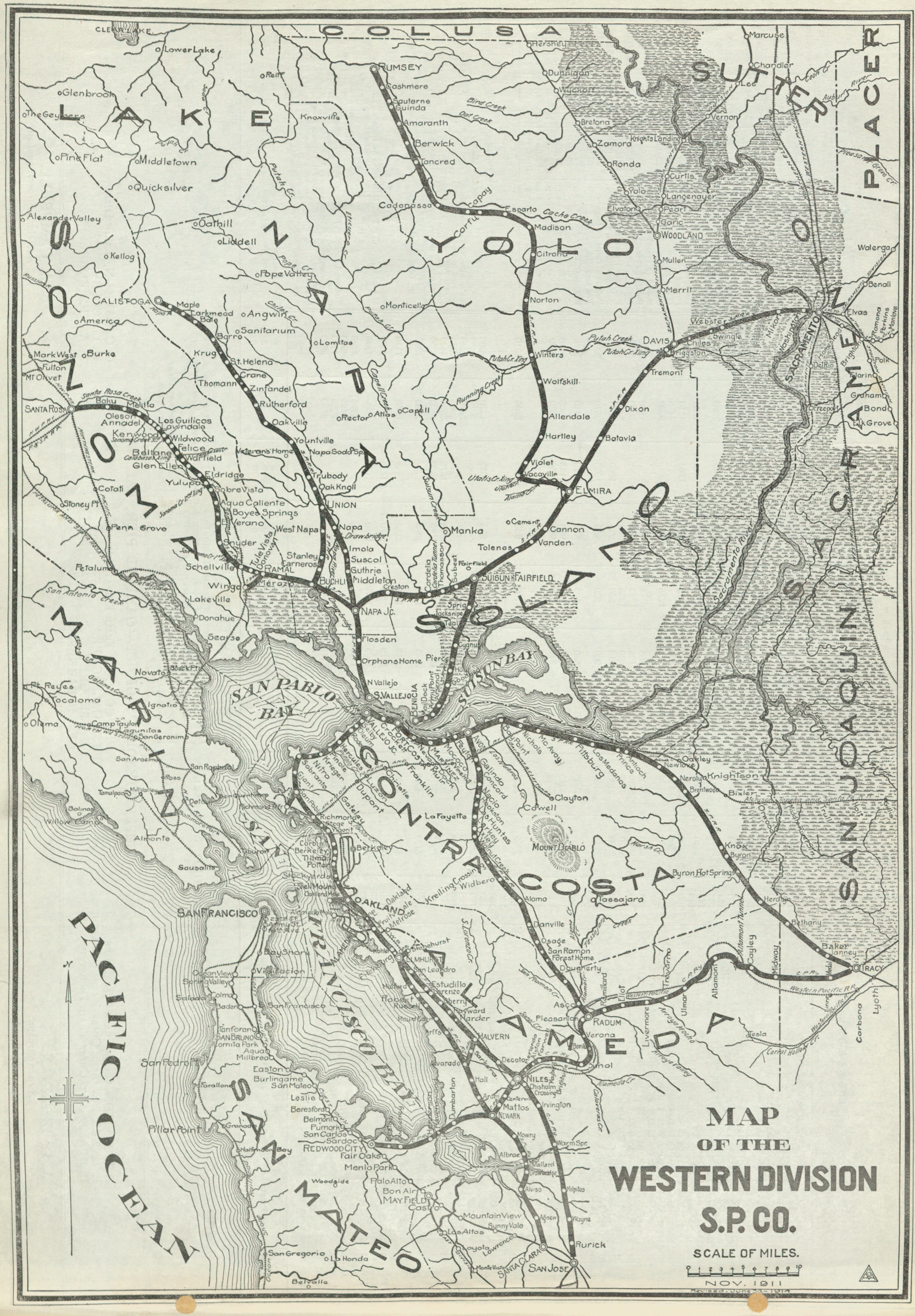
C. E. NORTON, Chief Train Dispatcher.
E. ENTELMAN, Asst. Chief Train Dispatcher.
D. BLAKE, Asst. Chief Train Dispatcher.

F. E. GORDON, Train Dispatcher.
J. P. GALLAGHER, " "
J. A. SHOCKEY, " "
GEO. H. BARNES, " "

C. C. DAVISON, Train Dispatcher.
W. L. COOLEY, " "
M. A. MICHELSON, " "

J. D. BRENNAN,
*Superintendent.*

B. A. CAMPBELL,
*Assistant Superintendent.*


COLUSA
LAKE
SUTTER
PLACER
YOLO
NAPA
SONOMA
SOLANO
SACRAMENTO
SAN JOAQUIN
MARIN
CONTRA COSTA
ALAMEDA
SAN MATEO
SAN FRANCISCO BAY
SAN PABLO BAY
SUISUN BAY
PACIFIC OCEAN
Clear Lake
Lower Lake
Reiff
Glenbrook
The Geysers
Pine Flat
Middletown
Quicksilver
Alexander Valley
Oathill
Liddell
Kellog
Pope Valley
Knoxville
Rumsey
Cashmere
Sauterne
Guinda
Amaranth
Berwick
Tancred
Cadenasso
Capay
Corfu
Esparto
Cache Creek
Madison
Citrona
Norton
Winters
Wolfskill
Allendale
Hartley
Violet
Vacaville
Elmira
Hershey
Dunnigan
Wyckoff
Bird Creek
Oat Creek
Bretona
Zamora
Knights Landing
Ronda
Curtis
Yolo
Langenayer
Elvaton
Pearl
Goric
Woodland
Mullen
Merritt
Davis
Briggston
Tremont
Dixon
Batavia
Putah Creek
Putah Cr. Xing
Marcuse
Chandler
Lee
Vernon
Coon Cr.
Auburn Ravine
Pleasant Grove Cr.
Walerga
Benali
Sacramento
Elvas
Webster
Swingle
Chiles
Ramona
Perkins
Mayhew
Polk
Florin
Del Rio
Freeport
Brighton
Graham
Bond
Elk Grove
Sacramento River
Calistoga
Maple
Larkmead
Bale
Barro
Angwin
Sanitarium
Monticello
Lomitas
Krug
St. Helena
Crane
Zinfandel
Thomann
Rutherford
Oakville
Yountville
Napa Soda Spr.
Veterans' Home
Trubody
Oak Knoll
Union
Napa
West Napa
Drawbridge
Imola
Suscol
Guthrie
Middleton
Stanley
Carneros
Buchli
Napa Jc.
Flosden
Orphans Home
Pierce
Rector
Atlas
Capell
Capell Creek
Running Creek
Manka
Cordelia
Cordelia Tunnel
Thomasson
Subest
Fairfield
Suisun-Fairfield
Creston
Cement
Cannon
Vanden
Tolenas
Suisun Creek
Utahs Cr. Xing
America
Mark West
Burke
Fulton
Mt Olivet
Santa Rosa
Santa Rosa Creek
Baku
Melitta
Oleson
Annadel
Los Guilicos
Lawndale
Kenwood
Wildwood
Beltane
Felice
Calabasas Xing
Warfield
Glen Ellen
Eldridge
Yulupa
Sobre Vista
Agua Caliente
Boyes Springs
Verano
Cotati
Stoney Pt.
Penn Grove
Snyder
Tule Vista
Donovan
Schellville
Ramal
Wingo
Merazo
Petaluma
Lakeville
Donahue
San Antonio Creek
Sears
Novato
Black Pt.
Pt. Reyes
Tocaloma
Olema
Camp Taylor
Lagunitas
San Geronimo
Ignatio
San Anselmo
San Rafael
Ross
Mill Valley
Tamalpais
Bolinas
Willow Camp
Almonte
Tiburon
Sausalito
N. Vallejo
S. Vallejo
Benicia
Port Costa
Crockett
Vallejo Jc.
Selby
Hercules
Pinole
Kregen
Nitro
Sobrante
Giant
San Pablo
Richmond
Stege
Gateley
Dupont
Christie
Franklin
Martinez
Avon
Mococo
Bay Point
Nichols
Mc Avoy
Pittsburg
Los Medanos
Antioch
Oakley
Newlove
Neroly
Knightson
Brentwood
Bixler
Atchison Topeka and Santa Fe
Orwood
Middle River Sln.
Galindo
Concord
Clayton
Cowell
Walnut Creek
La Fayette
Mount Diablo
Byron Hot Springs
Knox
Byron
Herdlyn
Bethany
Tassajara
Alamo
Danville
Osage
San Ramon
Forest Home
Dougherty
Corbin
Berkeley
Stockyards
Shell Mound
Oakland
Emeryville
Fruitvale
Melrose
Kreiling Crossing
Widbero
Alameda
San Francisco
Bay Shore
Visitacion
Ocean View
Spring Valley
Colma
Baden
Salada
Tanforan
San Bruno
Lomita Park
Aqua
Millbrea
San Pedro
Easton
Burlingame
San Mateo
Farallone
Leslie
Beresford
Belmont
Pumarin
San Carlos
Sardoc
Redwood City
Fair Oaks
Menlo Park
Palo Alto
Bon Air
Mayfield
Castro
Mountain View
Sunnyvale
Los Altos
Loyola
Lawrence
Santa Clara
San Jose
Monte Vista
Woodside
Pillar Point
Granada
Halfmoon Bay
San Gregorio
La Honda
Belvalle
Elmhurst
Stonehurst
Kohler
San Leandro
Estudillo
Lorenzo
Mulford
Roberts
Russell
Hayward
Harder
Halvern
Alvarado
Decoto
Niles
Hall
Dumbarton
Arden
Centerville
Mattos
Newark
Irvington
Chisholm Crossing
Mowry
Warm Spr.
Albrae
Mallard
Drawbridge
Alviso
Milpitas
Agnew
Wayne
Rurick
Asco
Pleasanton
Radum
Verona
Sunol
Eliot
Livermore
Trevarno
Ulmar
Altamont
Altamont Tunnel
Cayley
Midway
Baker
Janney
Tracy
Western Pacific R.R.
C.P. Ry.
S.P.R.R.
Tesla
Carbona
Lyoth
Corral Hollow Cr.
Arroyo Valle
Alameda Cr.
Calaveras Cr.
San Ramon Cr.
Marsh Cr.
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2
3
4
5
6
7
8
9
10

# MAP OF THE WESTERN DIVISION S.P. CO.

SCALE OF MILES.

NOV. 1911

Revised, June 30 - 1914.